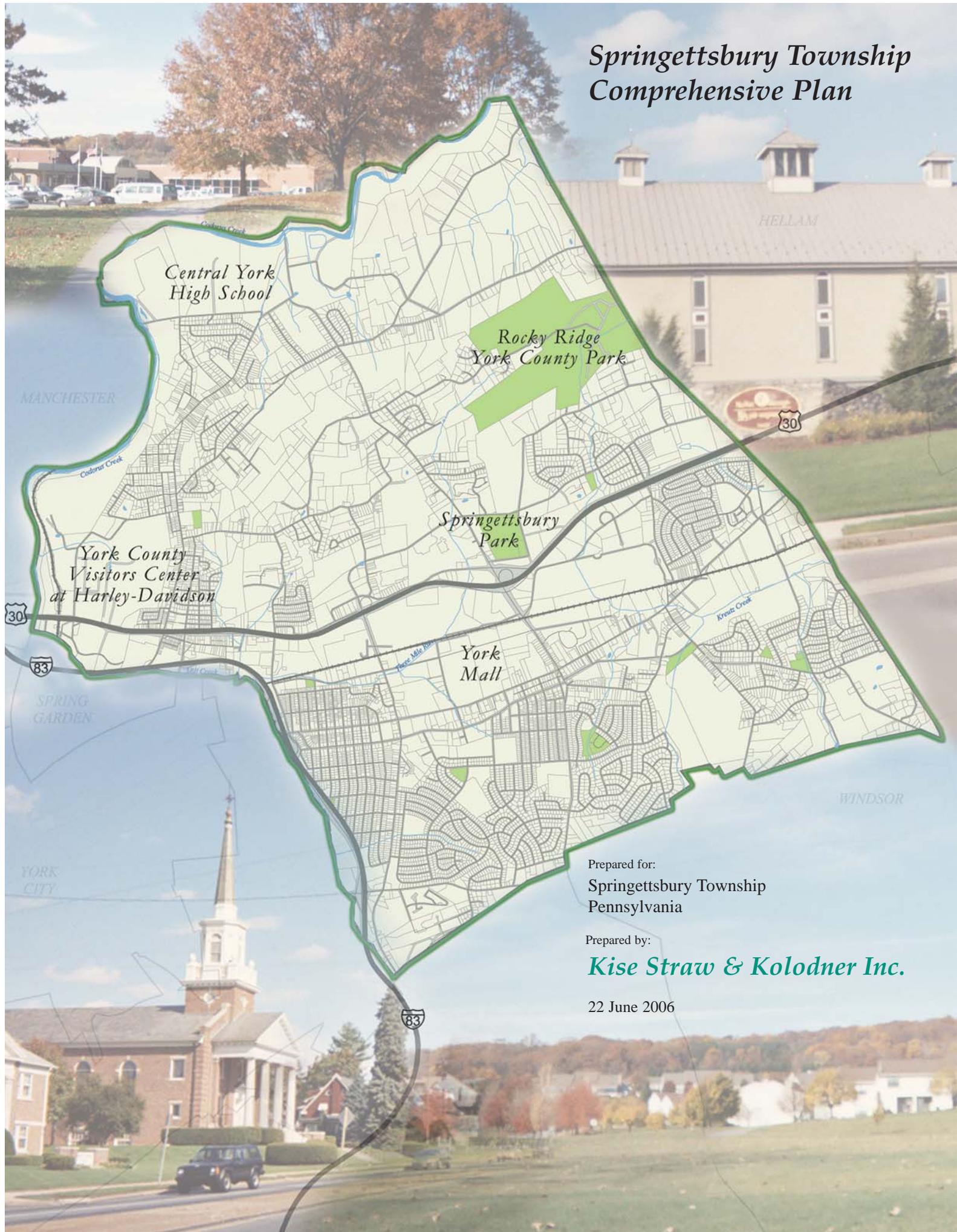


Springettsbury Township Comprehensive Plan



Central York
High School

Rocky Ridge
York County Park

Springettsbury
Park

York County
Visitors Center
at Harley-Davidson

York
Mall

Prepared for:
Springettsbury Township
Pennsylvania

Prepared by:
Kise Straw & Kolodner Inc.

22 June 2006

TABLE OF CONTENTS

- Introduction & Planning Process1
- Community Profile5
- Function & Form of Government14
- Land Use17
- Housing28
- Economic Development35
- Community Character39
- Transportation48
- Natural Resources71
- Recreation & Open Space81
- Community Facilities & Services87
- Plan Consistency97
- Implementation Matrix99

LIST OF MAPS AND TABLES

Maps

1.1	Comprehensive Plan	2
4.2	Growth Areas	19
4.2	Existing Land Use	21
4.3	Future Land Use	23
7.1	Historic Resources	44
8.1	Functional Classification	49
8.2	Road Ownership	52
8.3	Traffic & Safety Recommendations	55
8.4	Traffic Volumes	56
8.5	Planned Transportation Improvements	59
8.6	Alternate Modes	62
8.7	Proposed Transit Upgrades	67
9.1	Environmental Features	72
9.2	Open Space Protection	74
9.3	Soils	75
11.1	Community Facilities	88
11.2	Wastewater System	92
11.3	Water Supply	95

Tables

2.1	Springettsbury Township Population Trends	5
2.2	Population Change: 1990-2000	5
2.3	Springettsbury Township Population Projections: 2000-2020	6
2.4	Springettsbury Township Median Age: 2000	6
2.5	Springettsbury Township Population Projections: 2000-2020 by Age	7
2.6	Springettsbury Township Population by Race: 2000	8
2.7	Springettsbury Township Housing Occupancy: 2000	8
2.8	Springettsbury Township Housing Tenure: 2000	8
2.9	Year Structure Built	9
2.10	Units in Structure	10
2.11	1999 Incomes	10
2.12	Household Income Change: 1979-1999 (Adjusted for Inflation to 1999 Dollars)	10
2.13	Employment Status (Population 16 Years and Over): 1990-2000	11
2.14	Employment of Springettsbury Residents by Industry: 2000	12
2.15	Economic Industries: 1997	13

3.1	Adopted 2005 Budget Appropriations	15
4.1	Land Use	20
5.1	Affordability Index: 1999	29
5.2	Cost Burden by Income Group, Age and Ownership	30
5.3	Change in Units between 1990 and 2000 by Type of Unit	31
5.4	Percent of Occupied Single-Family and Multi-Family Units: 1990 and 2000	32
5.5	Number and Percent of Occupied Units Added between 1990 and 2000	33
7.1	Springettsbury Township Historic Resources	43
8.1	State Roads	51
8.2	Planned Transportation Improvements	58
8.3	Additional Potential Transportation Improvements	58
10.1	Springettsbury Township Community Park Acreage	82
11.1	Springettsbury Township School Facilities	90

Acknowledgements

Township Supervisors:

William Schenck, Chairman
Don Bishop, Vice Chairman
Mike Bowman
Nick Gurreri
George Dvoryak, Asst. Secretary/Treasurer

Township Staff:

John J. Holman, Township Manager
Harish B. Rao, P.E., Director of Community Development

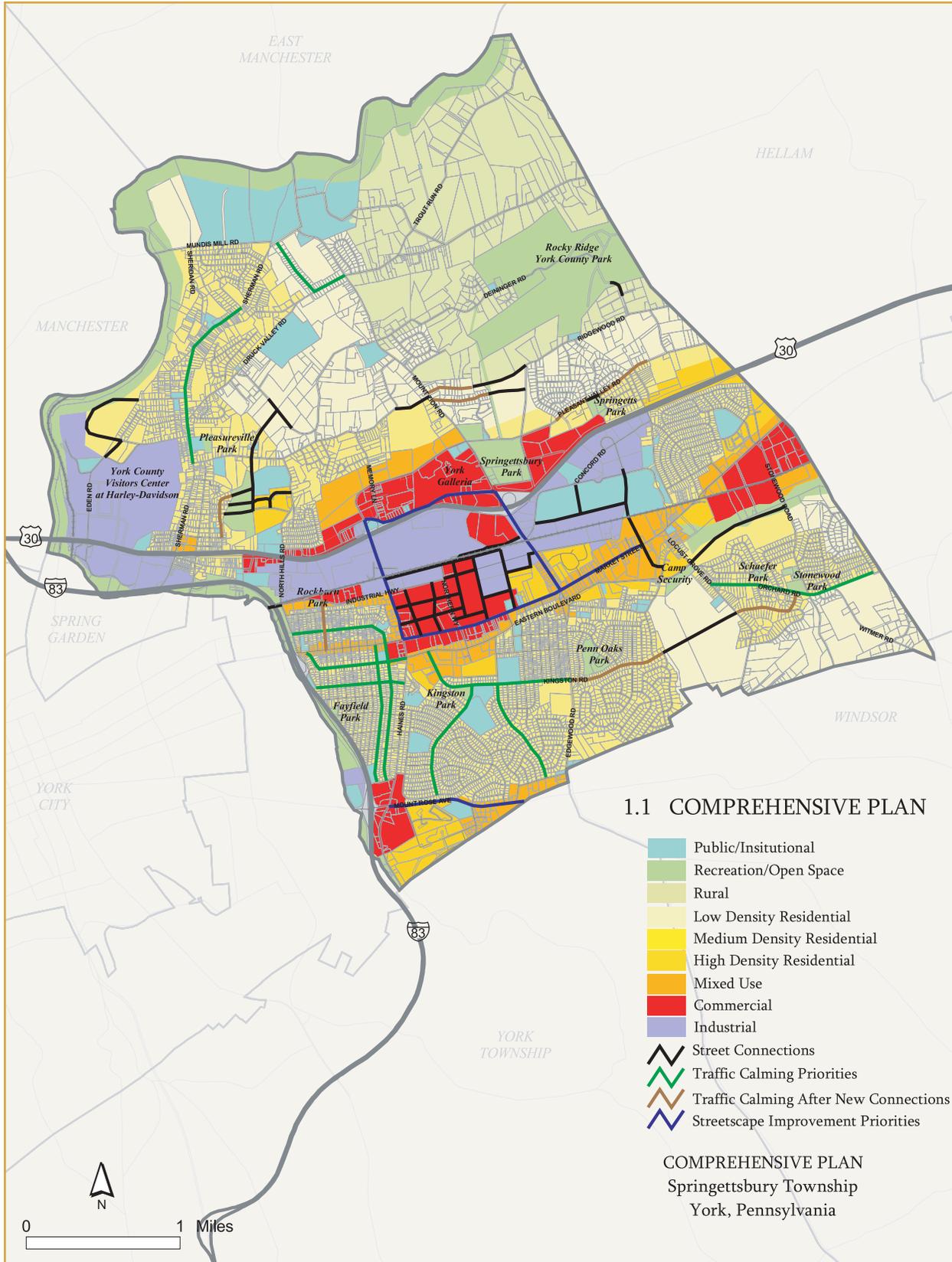
I. Introduction & Planning Process

A comprehensive plan, infused with the energy, commitment and vitality of those who care about a community, provides a road map to bring that community's vision to life. Without this commitment, the comprehensive plan is simply a sheaf of papers. The comprehensive planning process that led to the development of this plan has shown a considerable spirit of cooperation and enthusiasm shared by Springettsbury's leaders, residents and partners. This Comprehensive Plan is the end product of more than a year's effort by dozens of individuals. It contains a set of initiatives proposed by residents, business owners, elected officials, and Township staff. **Map 1.1** illustrates the key elements of the Comprehensive Plan.

From the very beginning, the focus in this planning effort has been to enhance Springettsbury's sense of identity, focusing on what makes it an attractive place to live and do business. The Township is nearing build-out, making it increasingly concerned with maximizing its limited developable space with high-quality development, while preserving the strong residential neighborhoods and historic and natural features that contribute to the identity and appeal of the Township. This Plan recognizes that many future development opportunities will come from redevelopment, and recommends zoning changes to facilitate redevelopment that supports overall community goals and ongoing reinvestment in existing structures.

Another key issue in the planning process was transportation. Springettsbury Township is a historically rural community; however, today it copes with contemporary development pressures. The resulting demands on the transportation system are strong and growing, while the limited roadway system struggles to handle the increasing needs. Topographical constraints, considerable regional traffic volumes, and the disjointed and automobile-oriented nature of recent development have contributed to significant traffic congestion in the Township.

A Comprehensive Plan Committee made up of residents, business owners, elected officials and members of Township boards and commissions guided the planning process with technical and administrative support from Township staff and the York County Planning Commission. The Committee met regularly in open public meetings during the planning process to review information, develop goals and objectives and, ultimately, set the policies and strategies presented in this document. In addition to the Comprehensive Plan Committee meetings, community input was sought through stakeholder interviews, a community survey and community workshops.



1.1 COMPREHENSIVE PLAN

- Public/Institutional
- Recreation/Open Space
- Rural
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Commercial
- Industrial
- Street Connections
- Traffic Calming Priorities
- Traffic Calming After New Connections
- Streetscape Improvement Priorities

COMPREHENSIVE PLAN
 Springettsbury Township
 York, Pennsylvania

The community survey was distributed in the Winter 2005 Township newsletter. It asked residents about issues, opportunities and priorities for the Township as it moves forward, and approximately 220 residents responded. Respondents ranked “managing traffic congestion” as the single biggest issue to be addressed, with 76% of respondents stating that it was extremely important to the future of the Township. Growth management and preservation of open space were the next critical issues, with about two-thirds of respondents ranking these issues as extremely important. Preservation of agricultural land and protection of environmental resources were highly ranked by just over half of respondents.

When asked how the Township had changed over time, half of the respondents felt it had become too developed, while 25% felt it had improved for the better. When asked to speculate about quality of life in 10 years if current development trends continued, about 60% said that they would be less satisfied, while only 10% said that they thought they would be more satisfied with the quality of life Springettsbury would be able to offer.

In April 2005, a community visioning workshop was held. The purpose of the workshop was to further explore the issues raised in the survey and to refine emerging Plan goals and objectives as proposed by the Comprehensive Plan Committee. Feedback from the community workshop largely reinforced survey findings and initial Comprehensive Plan Committee recommendations. Major goals identified in the workshop included:

- Maintaining the existing character of established residential areas through zoning, code enforcement, homeowner assistance programs and architectural controls on new construction;
- Redeveloping vacant and underutilized industrial and commercial sites to attract a diverse range of businesses, while encouraging a mix of uses along with aesthetic controls and preservation of historic resources;
- Balancing preservation of agricultural and open space with future development opportunities, with Druck Valley identified as a top priority;
- Improving the appearance of commercial areas, gateways and main arterials, encouraging diversity in architecture and preservation of historic resources;
- Reducing traffic congestion and reducing speeds on residential streets; and
- Creation of a community and/or retail town center, with top priorities identified as Springettsbury Park and its planned community center and development of a “town center” retail environment at Market Street and Memory Lane.

Ideas generated at the community visioning workshop were used to refine draft goals and objectives and to develop a specific set of strategies to implement Plan recommendations. In November 2005, an open house was held to present these draft strategies to the public. A number of comments and ideas raised at that meeting have been incorporated into the Plan. The following chapters, which each represent an element of a comprehensive plan, summarize key findings in the planning process and describe Plan recommendations and strategies.

II. Community Profile

This chapter outlines data on population, demography, housing and economic conditions in Springettsbury. Where appropriate, comparisons are made to York County and the Commonwealth of Pennsylvania. The data for this analysis have been derived from a number of sources, most notably the US Census.

Population Trends

Springettsbury Township has the second largest population in York County, smaller only than York City. Through the 1960s, Springettsbury was one of the fastest growing municipalities in the County. Its growth was stagnant in the 1970s and began accelerating again in the 1980s, with a population increase of nearly 10% between 1980 and 1990. Growth during the 1990s remained steady at nearly 11%. **Table 2.1** shows these trends.

2.1 Springettsbury Township Population Trends

Year	Population	Percent Growth
2000	23,883	10.8%
1990	21,564	9.5%
1980	19,687	1.5%
1970	19,399	--

Source: US Census

From 1990 to 2000, the population of Springettsbury grew by 10.8% to 23,883 persons with a density of 1,474 persons per square mile (**Table 2.2**). This growth is slightly less than the County's 12.4% growth rate, but considerably more than the Commonwealth of Pennsylvania and York City.

2.2 Population Change: 1990 - 2000

Jurisdiction	1990	2000	Percent Change
Springettsbury	21,564	23,883	10.8%
York City	42,192	40,862	-3.2%
York County	339,574	381,751	12.4%
Pennsylvania	11,881,643	12,281,054	3.4%

Source: US Census

According to projections by the York County Planning Commission, Springettsbury is expected to continue to grow, but at a decreasing rate, by 9.0% between 2000 and 2010 and 7.1% by 2020 (**Table 2.3**).

County population is expected to increase by a total of 18.6% in the same period, and York City is expected to grow by less than 1%.

2.3 Springettsbury Township Population Projections: 2000-2020

Year	Population	Percent Change
2000	23,883	--
2010	26,032	9.0%
2020	27,881	7.1%

Source: York County Planning Commission

Age Profile

With a median age of 42.1 years, Springettsbury residents are older than County, York City or Pennsylvania residents (**Table 2.4**). While the entire nation is aging as Baby Boomers grow older and family size shrinks, Springettsbury’s older demographic profile will significantly impact the community service and housing needs and employment base over the next 10 to 20 years.

2.4 Springettsbury Township Median Age: 2000

Jurisdiction	Age in Years
Springettsbury	42.1
York City	31.3
York County	37.8
Pennsylvania	38.0

Source: US Census

Population projections by the York County Planning Commission reflect the growing older demographic (**Table 2.5**). They also reflect flat growth in school-age children, which conflicts with some findings of recent studies by the school districts. Central York and York Suburban schools districts have funded detailed studies that predict district-wide growth in school-age children. These projections are based on past enrollment trends, live birth data, projected housing construction, and projections of immigration based on the character of existing housing stock.

Central York School District predicts the greatest rate of increase in school-age children, but nearly all of the increase is attributed to new development occurring and projected to occur in Manchester Township, meaning that the district expects little growth in enrollment to come from Springettsbury.

2.5 Springettsbury Township Population Projections 2000-2020 by Age

Year	0 - 4	5 - 19	20 - 44	45 - 64	65 +
2000 Population	1,015	4,297	7,819	5,855	4,897
Percent	4.2%	18.0%	32.7%	24.5%	20.5%
2010 Population	1,149	4,176	7,125	7,743	5,839
Percent	4.4%	16.0%	27.4%	29.7%	22.4%
2020 Population	1,207	4,295	6,649	8,148	7,555
Percent	4.3%	15.4%	23.9%	29.3%	27.1%

Source: York County Planning Commission

Spring Garden Township and the areas of Springettsbury served by York Suburban School District are largely built out. Future enrollment in the York Suburban District will depend less on absolute changes in population and more on changes in household composition. The district expects modest growth in enrollment between 2005 and 2015. Projections attribute most of this growth to changes in home occupancy. Much of the housing in the district is comprised of smaller, somewhat older houses currently owned by older residents. As the housing stock turns over, it can provide good starter housing stock for young families.

As current residents grow older, many sell their houses to families with young children, a pattern already observed in demographic analysis and projections prepared for the district by the Pennsylvania Economy League (PEL) in 2004. PEL observed an increase in number of children per housing unit between 1990 and 2005 and projects that the trend will continue through 2015.

It is unlikely that York County's population projections were able to consider recent immigration and development patterns at the level of detail completed by the school districts. As such, for planning purposes, the Township should assume some growth of school-aged children between now and 2020. Further, the Housing element of this Comprehensive Plan recommends that the Township implement programs and tools to attract first-time homebuyers to Haines Acres and similar neighborhoods with smaller housing stock as a way to maintain neighborhood stability. These smaller, older houses will be attractive to investors as well as first-time homebuyers. Maintaining a high level of home ownership will help to maintain and increase investment in these houses over time and maintain neighborhood stability.

Racial Profile

As in much of the County outside of York City, over 90% of Springettsbury's residents are white, with African Americans making up the largest minority population at 4.3%. Asians comprise a slightly higher

percentage of the population at 2.5% than that of York City, the Commonwealth, and the County. **Table 2.6** depicts the racial profile for the Township, York City, York County, and the Commonwealth.

2.6 Springettsbury Township Population by Race: 2000

	White	Black/African American	Asian	Hispanic or Latino Origin
Springettsbury	91.1%	4.3%	2.5%	2.8%
York City	60.0%	25.1%	1.4%	17.2%
York County	92.8%	3.7%	0.9%	3.0%
Pennsylvania	85.4%	10.0%	1.8%	3.2%

Source: US Census

Housing Trends

The Springettsbury community is characterized by strong homeownership and limited housing vacancy (Tables 2.7 and 2.8). In 2000, 97.3% of all housing units were occupied. Nearly three-quarters of occupied units were owner-occupied, which corresponds to York

2.7 Springettsbury Township Housing Occupancy 2000¹

Total housing units	9,483	100.0%
Occupied housing units	9,230	97.3%
Vacant housing units	253	2.7%

Source: US Census

2.8 Springettsbury Township Housing Tenure 2000

Total occupied housing units	9,230	100.0%
Owner-occupied housing units	6,856	74.3%
Renter-occupied housing units	2,374	25.7%

Source: US Census

County’s 94.6% and 76.1% respective figures. Homeowner vacancy rates in 2000 were less than 1%, creating a tight for-sale housing market and likely increasing demand for new construction. The rental vacancy rate of 4.3% is closer to a “healthy” 5% rate in which property owners can easily rent units and tenants are able to find housing.

¹ Total housing units may vary slightly in each table as some are generated from sample data. Total housing units for housing occupancy is calculated from 100% data.

From 1990 to 2000, Springettsbury Township’s housing units increased by 10.5% from 8,581 to 9,451 units. During the same period, the total population increased by a comparable 10.8%. Household size decreased only slightly between 1990 and 2000, going from 2.45 persons per unit to 2.36. This is consistent with comparable growth in population and housing units and a decrease in vacancy rates from 1990 to 2000 from 4% to 2.7%.

Housing conditions are generally good in Springettsbury; however, a considerable portion of its houses (40.1%) are more than 45 years old, an age at which major repairs may be required. Particular attention is needed in the area of multi-family housing. Much of the multi-family stock is more than 45 years of age. As investment property, it can be prone to deferred maintenance and disinvestment over time.

The postwar housing boom generated considerable development in Springettsbury, with 31% of the Township’s total housing units built between 1940 and 1959 (**Table 2.9**). Houses near the East York Elementary School and Yorkshire Elementary School were built during this time period. This rate of growth continued through 1989 despite very little growth in population in the 1970s. During the 1990s, new housing development slowed somewhat with 11.2% of all units built between 1990 and 2000. A tally of building permit data from 2000 through 2004 shows 396 new units of housing between January 2000 and December 2004. If current trends hold, development is on pace for a 10% or greater growth in units between 2000 and 2010.

2.9 Year Structure Built

Total housing units	9,847	100.0%
April 2000-December 2004	396	4.0%
1990 to 1999	1,103	11.2%
1980 to 1989	1,475	15.0%
1970 to 1979	1,335	13.6%
1960 to 1969	1,601	16.3%
1940 to 1959	3,039	31.0%
1939 or earlier	895	9.1%

Source: 2000 US Census

Of the existing housing units in Springettsbury, 70% are detached single-family houses, which is slightly higher than the 63.2% found in York County (**Table 2.10**). In comparison, only 7.3% of all units in Springettsbury are single-family attached houses, whereas in York County they comprise 14.1% of the total housing stock. Given current market demands for freestanding houses, this may make Springettsbury’s housing stock more attractive to owner-occupants than housing in surrounding communities.

2.10 Units in Structure

Total housing units	9,451	100.0%
1-unit, detached	6,637	70.2%
1-unit, attached	688	7.3%
2 units	113	1.2%
3 or 4 units	316	3.3%
5 to 9 units	392	4.1%
10 to 19 units	813	8.6%
20 or more units	458	4.8%
Mobile home	34	0.4%
Boat, RV, van, etc.	-	-

Source: 2000 US Census

Economic Analysis

Income

The median household income of \$49,176 is slightly higher than the County's median household income of \$45,268 and significantly higher than that of York City and the Commonwealth (**Table 2.11**).

2.11 1999 Incomes

	Median household	Median family	Per capita
Springettsbury	\$49,176	\$58,502	\$24,608
York City	26,475	30,762	13,439
York County	45,268	52,278	21,086
Pennsylvania	40,106	49,184	20,880

Source: US Census

While Township household incomes are higher than Pennsylvania and York County averages, they have not kept pace with inflation (**Table 2.12**). This could be caused by a number of factors including a higher percentage of people of retirement age or a concentration of employment types that have not kept pace with inflation.

2.12 Household Income Change: 1979-1999 (Adjusted for Inflation to 1999 Dollars)

	1979	1989	% Change (after Inflation)	1999	% Chang (after Inflation)
Springettsbury	\$52,018	\$50,452	-3.1%	\$49,176	-2.6%
York City	27,446	29,315	6.8%	26,475	-10.7%
York County	42,202	43,821	3.8%	45,268	3.3%
Pennsylvania	38,739	39,068	0.8%	40,106	2.7%

Source: US Census

Employment

Springettsbury’s workforce participation is lower than that of the County, Commonwealth or York City (Table 2.13). A comparison to 1990 Census data shows that Springettsbury resident labor force participation decreased by 3.8% from 1990 to 2000 from 61.9% to 58.1%. Looking at the raw data, the numbers of persons in the labor force actually increases, but it does not increase at the same rate as the total number of persons aged 16 and over. Commonwealth, County and York City labor participation rates shows almost no change between 1990 and 2000. The Township’s labor force participation rate in 1990 was nearly identical to that of the Commonwealth (61.9% versus 61.5%); however, it was still lower than that of the County or York City.

2.13 Employment Status (Population 16 Years and Over): 1990 - 2000

	% In Labor Force 1990	In Labor Force 1990	% In Labor Force 2000	In Labor Force 2000
Springettsbury	61.9%	11,071	58.1%	11,488
York City	64.8%	20,798	64.6%	19,641
York County	69.4%	184,564	68.2%	203,496
Pennsylvania	61.5%	5.8 million	61.9%	6.0 million

Source: US Census

Given the relative stability of other factors (Table 2.14), decreasing labor force participation rates are likely a key contributor to the failure of Township median income to keep pace with inflation. The primary contributor to reduced labor force participation is most likely a growing percentage of retirees in the Township. About 20% of Springettsbury residents are 65 or older. This compares to 13% for the County and York City and 15% for the Commonwealth.

According to the 2000 Census, the manufacturing sector is the largest employer of Springettsbury residents, employing 22.1% of the work force, followed by educational, health and social services at 19.2%, and the retail industry at 13.8%. Employment sectors for York County rank in the same order. The other employment industries included agriculture, construction, finance, arts and entertainment, and public administration. Agriculture employed only 0.5% of the population and ranked last in number of people employed by industry.

2.14 Employment of Springettsbury Residents by Industry: 2000

Employment Sector	Number of Jobs	Percent of Total
Manufacturing	2,486	22.1%
Educational, health and social services	2,166	19.2%
Retail trade	1,549	13.8%
Professional, scientific, management services	924	8.2%
Finance, insurance, real estate, leasing	809	7.2%
Wholesale trade	619	5.5%
Arts, entertainment, recreation, accommodation	566	5.0%
Transportation, warehousing, utilities	559	5.0%
Other services	512	4.5%
Construction	434	3.9%
Information	283	2.5%
Public administration	286	2.5%
Agriculture, forestry, fisheries, mining	60	0.5%

Source: US Census

It is difficult to compare 1990 and 2000 employment data because the definitions of each employment sector have changed significantly since the 1990 Census. However, it is clear that 2000 employment patterns have not changed significantly since 1990 with the exception of the retail industry. The number of residents working in the retail industry has fallen dramatically since 1990. In 1990, 2,332 people or 22% of the workforce was employed in retail. This compares to 1,549 or only 14% of the workforce in 2000. Some of this decrease may result from changes in how the Census defines the retail industry.

The total number of manufacturing jobs held steady between 1990 and 2000, although its proportion of employment has fallen from 28% to 22% with increasing Township population. Also, the relocation of the Caterpillar Plant in the late 1990s from Springettsbury to North Carolina forced many employees into early retirement and shifted about 1,000 skilled jobs to southern states.

Since the 2000 Census, Springettsbury has experienced some increases in manufacturing employment. R.R. Donnelly Logistics moved into a rehabilitated portion of the former Caterpillar plant and added about 300 jobs. In 2004, Harley-Davidson expanded and opened the Softail plant, enabling it to retain 700 jobs that may otherwise have been lost.

Industrial Mix

Springettsbury enjoys a diversity of industry types, including a strong manufacturing sector with about one-third of all jobs located in the Township in the industrial sector (**Table 2.15**). Manufacturing

employment is followed fairly closely by retail trade, at about 25% of the total number of jobs located in Springettsbury.

2.15 Economic Industries: 1997

	Establishments	Employment	Payroll (\$1000)	Sales (\$1000)
Manufacturing	48	5,581	224,036	1,235,564
Wholesale trade	42	1,399	50,761	1,228,517
Retail trade	228	4,012	57,206	629,616
Real Estate	32	219	4,353	28,946
Professional	55	446	19,594	42,322
Administrative	32	1,163	20,337	45,273
Educational	5	249	--	--
Health / social	72	808	18,184	41,242
Arts / recreation	8	239	2,323	7,976
Accommodations	80	1,930	16,464	57,478
Other services	50	283	4,195	15,329
Total	652	16,329	417,453	3,332,263

Source: NAICS 1997

Summary and Conclusions

While the Township’s population continues to grow, its demographic composition is shifting considerably. In 2000, just over 20% of residents were 65 and older, compared to 14% for York County and 16% nationally. The percentage of residents 65 and older is expected to grow to 27% in 2020. This demographic shift will result in a continued decrease in workforce participation and changing housing, social and community service needs.

Much of the predominantly single-family housing stock is reaching an age at which it will require increased maintenance. Older residences may also experience higher turnover rates as older residents seek more suitable housing, suggesting that the Township should consider strategies to ensure older housing stock is adequately maintained and attractive to new owner-occupants, particularly first-time homebuyers.

In terms of the local economy, Springettsbury is still dominated by an industrial employment base. The Township and York County have succeeded in attracting and retaining relatively complex industries that are dependent on knowledge and skilled labor. As the Township moves forward in its economic development efforts, it will be critical to understand and accommodate the changing needs of these types of industries. The Township should identify areas in which it makes sense to partner with the County and surrounding municipalities to maximize economic development opportunities and benefits.

III. Function & Form of Government

Organizational Structure & Staffing Levels

Springettsbury Township is incorporated as a Second Class Township under Pennsylvania Code. Since 1963, the Township has functioned under the Supervisor/Manager form of government. The Board of five elected Supervisors is responsible for establishing the policies of the Township. The Township Manager is the Chief Administrative Officer and is appointed by the Board of Supervisors. The Board of Supervisors also appoints the Township Engineer and Solicitor. The Tax Collector is an elected position. All other Township staff report to the Township Manager. In 2005, Springettsbury Township employed 127 full and part-time workers in eight departments.

In addition to elected and staff positions, the Township utilizes several volunteer Boards and Commissions to address specific issues including planning, zoning, recreation, historic preservation and recycling. These Boards are comprised of Township residents appointed by the Board of Supervisors.



Springettsbury Township Municipal Building

Municipal Finances

The Township's 2005 General Fund Budget projects total general fund revenues of \$9,990,000. Local and real estate taxes comprise nearly two-thirds of the projected revenue sources, with departmental revenue, grants, intergovernmental revenues and other sources making up the remainder. The top four revenue sources are earned income tax, the mercantile tax, departmental revenues and real estate taxes at 21%, 17%, 16% and 12% of total revenues, respectively. Springettsbury enjoys a relatively diverse tax income stream, meaning that it does not overly rely on any single revenue source. Strong resident incomes and considerable local retail activity provide strong tax revenues, decreasing pressure on real estate taxes.

The General Fund comprises just over half of the Township's total \$19,802,000 Consolidated Budget. The remainder of the budget is comprised of funds designated for specific uses. Resources for these funds come from program operation, Commonwealth and federal grants, special assessments and other resources. At \$7,200,000, the Sewer Fund is the most significant element of the other fund sources.

The 2005 General Fund Budget projects total expenditures of \$10,265,000 (**Table 3.1**). The two largest expenditures, making up nearly two-thirds of the budget are for public safety (\$4,026,500) and employee benefits (\$2,504,500). The breakdown of expenditures is shown in the chart below.

3.1 Adopted 2005 Budget Appropriations

Service	Budget	Percent of Total
Public Safety (Police & Fire)	\$4,026,500	39%
Employee Benefits	\$2,504,500	24%
General Government & Finance	\$1,157,500	11%
Public Works	\$911,500	9%
Parks and Recreation	\$568,000	6%
Planning, Zoning & Code Enforcement	\$383,000	4%
Interfund Transfers	\$275,000	3%
Insurance	\$115,000	1%
Other	\$324,000	3%
Total	\$10,265,000	100%

Property Tax Rates

The Township retains most control over property taxes, the revenue source whose rate it sets each year. Though only a very small portion of residents’ tax bills, property taxes are still a significant source of revenue for the Township. While it varies slightly by school district, the percentage of residents’ total property tax bill that goes to the Township is only about 5%. The lion’s share, about three-quarters, goes to the school districts and the remainder, just under 20%, going to York County.

Budget Planning Efforts & Future Considerations

In 2005, the Township is undertaking two new fiscal planning efforts that will strengthen its ability to understand and effectively meet the financial needs of the community in a timely and cost effective manner. The first is the development of a three-year spending plan. This plan will examine revenue and expenditure projections to provide a longer-range budget outlook. In tandem with this effort, the Township is updating the 2000 five-year capital plan to address capital needs, funding sources and priorities for 2005 through 2009.

Other near and mid-term budget considerations include continuing to control expenses, particularly to find creative ways to address the cost of employee benefits while meeting the needs of the Township and its employees. Springettsbury will also investigate expanding joint services opportunities. By providing

wastewater treatment for nine municipalities, the Township has considerable experience in provision of joint services. It is currently working with Spring Garden Township to explore the feasibility of joint provision of fire protection services.

The Township is exploring the use of the Emergency Services Tax as allowed under Pennsylvania Code. This tax can be used to increase funding for emergency services and road improvements. Other considerations will include updated permit and license fees to ensure that these charges reflect program costs. Finally, the Comprehensive Plan will provide guidance for long-term capital budgets, particularly in transportation, stormwater management and recreation needs.

IV. Land Use

Land use directly affects all elements of this Plan. Decisions on the use of land determine the character of the community, its economic vitality, traffic patterns, and the future demand for services. This Plan aims to preserve and enhance the region’s valuable community, economic, and natural resources by targeting development investments to create, support and enhance the community’s attractiveness, quality of life, economy and tax base and by directing the extent of future development through the protection of natural and community resources.

During the planning process, community members and the Comprehensive Plan Committee identified a number of land use priorities. Key issues included:

- Preservation of the density and character of established residential neighborhoods;
- Enhancing the character of commercial development to better reflect the values and resources of the community;
- Preservation of open space, rural areas and historic resources; and
- Redevelopment of vacant and underutilized industrial and commercial properties.

Community members and the Comprehensive Plan Committee identified Springettsbury neighborhoods as the “heart and soul” of the Township. As the minimal remaining vacant land is developed, people felt that it is critical to maintain the existing character of established residential neighborhoods. Residents and Committee members were concerned about conflicts between some commercial development and immediately adjacent residential neighborhoods.



Eastern Boulevard

This was a particular issue for neighborhoods immediately north of Market Street. Planning participants expressed strong interest in not only improving the appearance of commercial development, but “stepping down” intensities as it merges with single-family residential neighborhoods. Mixed-use or multi-family developments were suggested as “buffer uses.” New commercial development and redevelopment should focus on encouraging walkability in the Township and serving local residents with a greater variety of specialty shopping, restaurants and entertainment that better reflects the spending power and interests of its residents through mixed-use development.

Redevelopment of vacant and underutilized industrial and commercial sites was identified as an important tool to expand the tax and employment base as well as enhancing the appearance of the built environment. As described in Chapter VI, the Economic Development element, the goal is to attract a diverse mix of businesses and create additional skilled jobs while balancing development needs with aesthetics and preservation of existing resources. A mix of uses on these sites was identified as important not only to provide economic diversity, but potential options for new multi-family or senior housing development. Improving access to these sites is a priority to alleviate traffic pressures throughout the Township.

Planning participants were also very interested in preserving existing open space, agricultural opportunities and historic resources. The preservation of open space and rural resources in the northeast section of the Township, particularly surrounding Druck Valley and Trout Run Roads, was a top open space priority. Preservation and enhancement of the Township’s established historic areas, such as Pleasureville and Old East York, and other resources, particularly Camp Security, were the top historic preservation priorities.

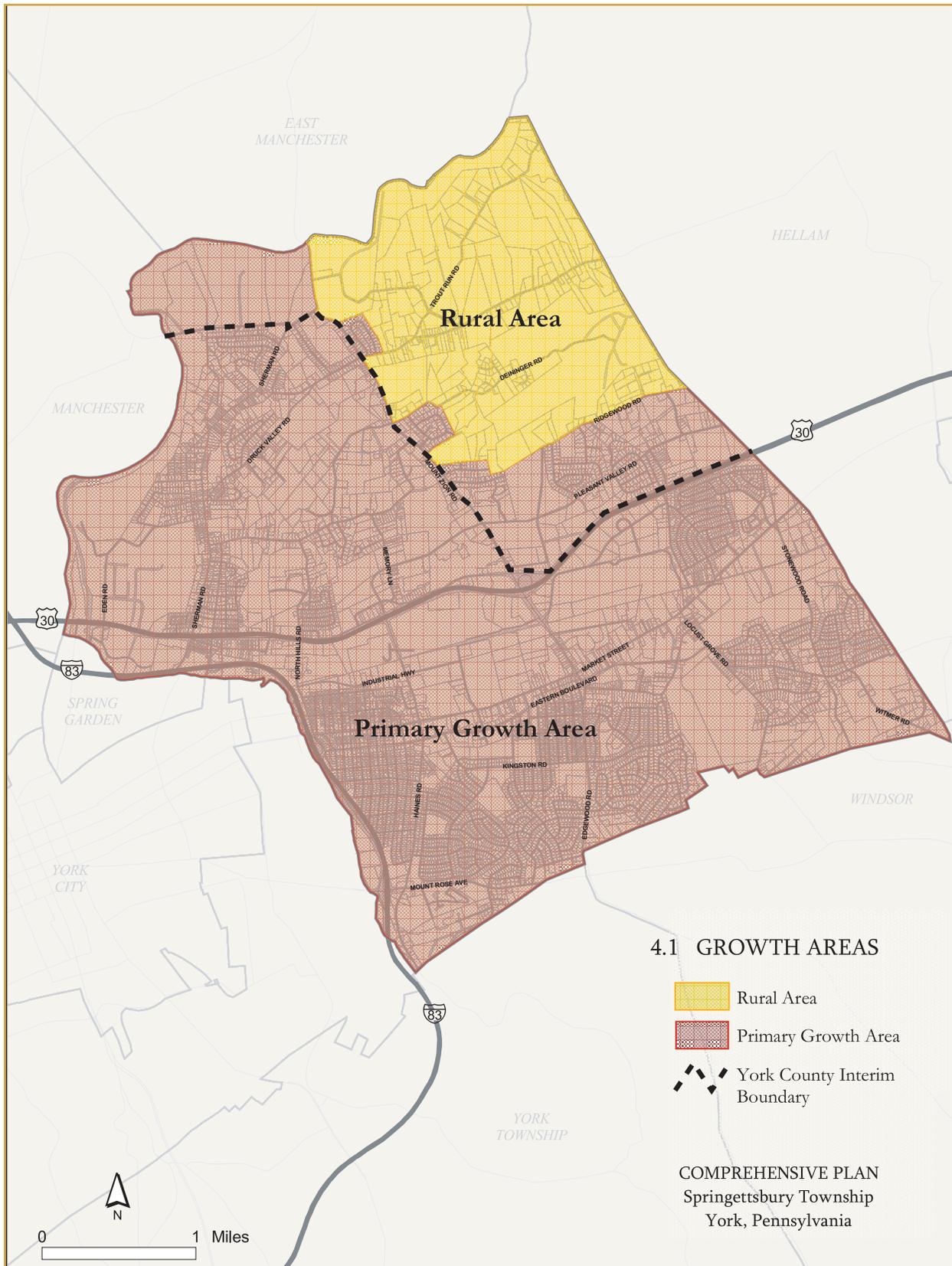


Rural area

Designated Growth and Rural Areas

In York County’s 2004 Comprehensive Plan, the County Planning Commission identified two growth classifications within Springettsbury: Interim Primary Growth Area and Interim Rural Area. The designations reflect County goals for municipalities to target for future growth or to preserve as rural or open space environments. The interim title reflects the fact that these designations were made after the Township’s last Comprehensive Plan update and have not been adopted or endorsed by the Township.

As seen in **Map 4.1**, the Rural Area designation for the northeast quadrant of the Township is in keeping with this Plan; however, the Growth Area was extended to incorporate recent developments and areas that are serviced by public water and sewer. The extension of the boundary north to Ridgewood and Barwood Roads and east of Mount Zion Road accommodates developed areas that are currently served by public water and sewer. In addition, the parcels west of Sherman Street were included in the Growth Area to reflect the development of the new Central York High School and a current proposal for new housing west of the school.



It is generally the policy of the Township to extend water and sewer service only within the designated Growth Area. This Plan recommends zoning densities in the Rural Area that are low enough to support on-site septic systems. Exceptions to this policy will be considered only to address water quality problems from failed wells or other health and safety issues. Any future clustered development in the Rural Area will require the installation of community-based wells and waste water treatment systems.

Existing Conditions

The Township is comprised of a mix of residential, industrial and manufacturing uses (including the Harley Davidson Motorcycle Plant), several major shopping complexes and open space (**Table 4.1** and **Map 4.2**). In terms of land area coverage, residential land uses dominate with close to 40% of land in residential use, the vast majority of that single-family residential. Agricultural and open space land covers over one-quarter of the Township’s land area, providing a “town and country” environment within Springettsbury’s boundaries. Commercial uses encompass about 12% of the total land area, while industrial and “exempt” uses (typically churches, schools and other non-profit uses) each cover about 9% of the Township’s land area.

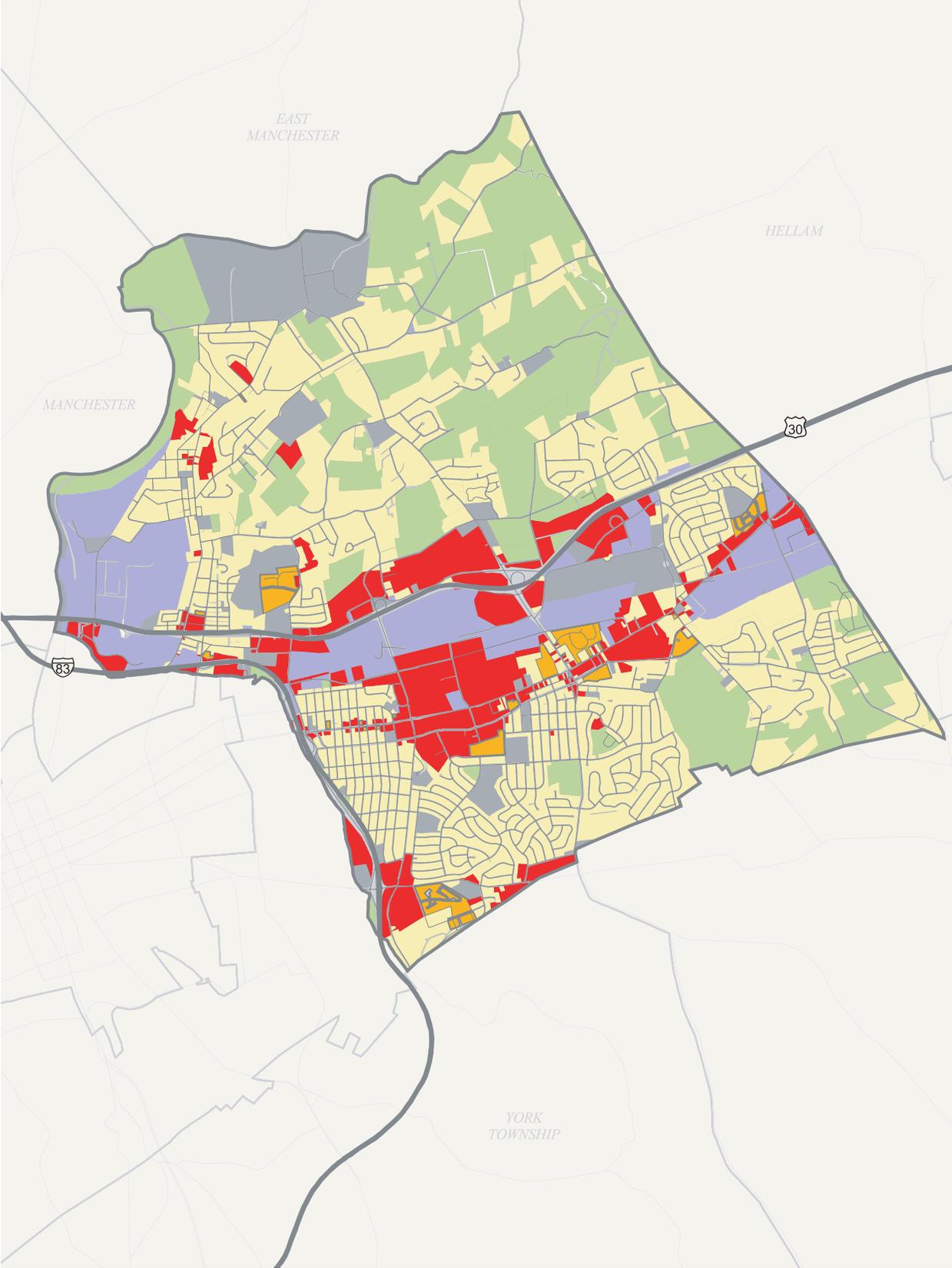
4.1 Land Use

Total Acreage	9,289.9	100.0%
Single-family Residential	3,675.9	39.6%
Farm/Open Space	2,533.9	27.3%
Commercial	1,133.5	12.2%
Industrial	875.7	9.4%
Exempt/Institutional	859.5	9.1%
Multi-family/Apartment	164.4	1.8%
Utility	47.1	0.5%

Source: York County GIS (2004); updated by Kise Straw & Kolodner (2005)

Market Street and Route 30 frame the primary commercial and industrial land use corridors with most of these uses along or between these two major arterials. Additional industrial development is located along the Codorus Creek and Stonewood Road. South of Market Street, Springettsbury is largely residential, with well-established neighborhoods constructed between 1940 and 1975. Other residential concentrations include the Pleasureville neighborhood along the western Township boundary and the Stony Brook Heights neighborhood between Market Street and Route 30.

The densest residential development occurs near the boundary shared by York City and Spring Garden Township. Residential development north of Route 30 is generally less dense and intermingled with more



open space due to topographic and other environmental factors. Development east of Mount Zion Road tends to be the lowest density found in the Township with considerable rural and open space.



View of Spangler Circle

Commercial uses are generally concentrated along major transportation corridors including Route 30, Mount Rose Avenue and Market Street. The commercial land uses in the Township includes a predominance of regional shopping with the York Marketplace and York Mall on Market Street and the York Galleria on Mt. Zion Road near Route 30. There are numerous national chain stores, big-box and lifestyle retailers and strip malls, most of which are located along Market Street.

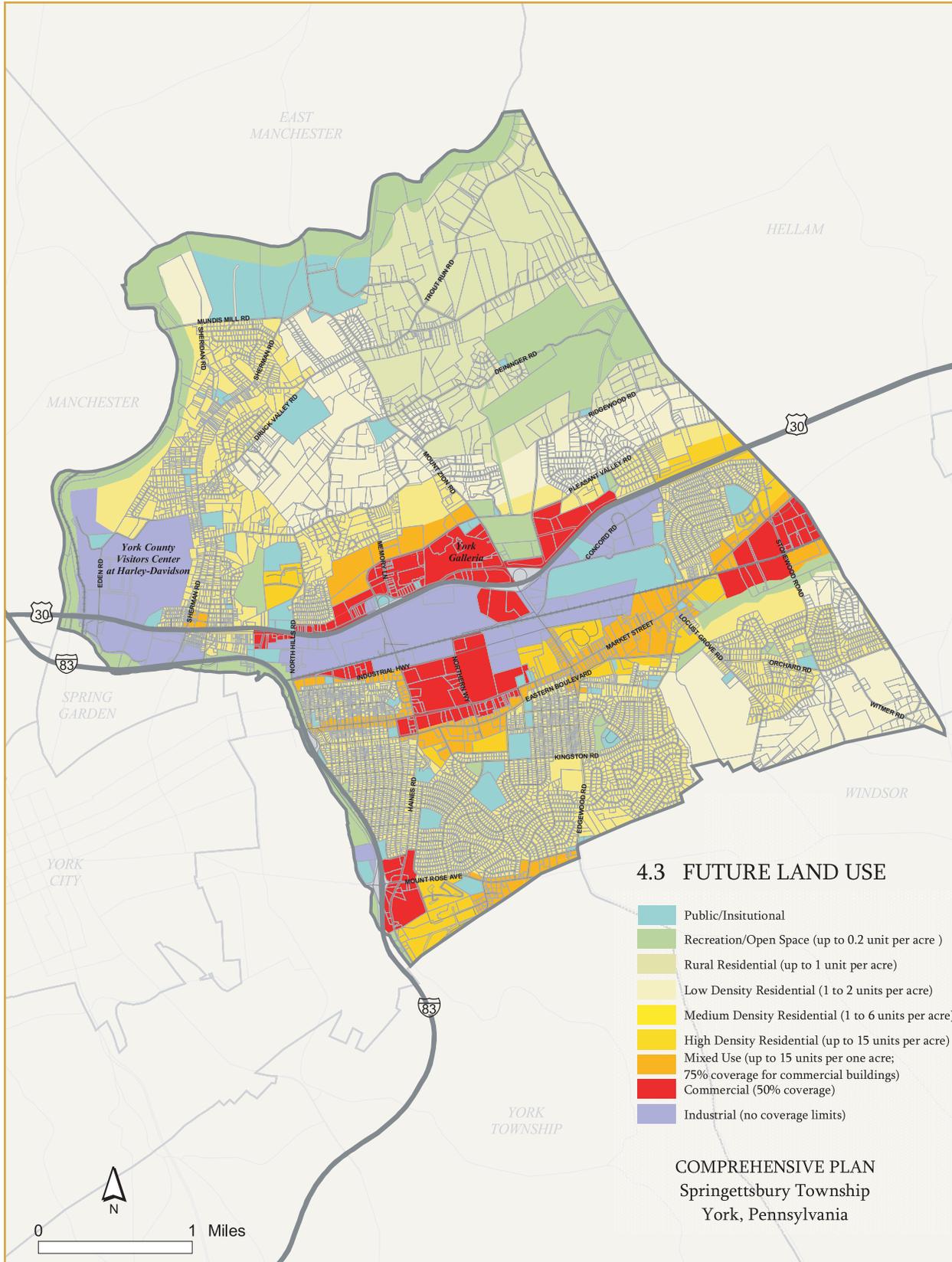
The amount of open space in the Township is substantial. With the economic feasibility of agriculture diminishing in the region and residential development continuing, the Township should take specific steps to maintain at least portions of this scenic landscape as open space to preserve the Township's mix of suburban and rural character that stakeholders have identified as an important community asset.

Future Land Use Map

Springettsbury's Future Land Use Map (**Map 4.3**) is a policy map that is designed to implement the land use goals and objectives by conserving the open space, rural and natural resources and strategically guiding where future development investments will occur and at what level of intensity. The land use categories are generalized by type and intensity, but further specifications of the exact design and density of development within each area will be refined by the Township Zoning Ordinance through designated zoning districts or overlays.

The future land use map was created using a variety of resources. The process of drawing the future land use map with these categories entailed overlaying the following:

- Existing zoning districts,
- Existing land use patterns,
- York County's Growth Management Plan, and
- An aerial photograph.



4.3 FUTURE LAND USE

- Public/Institutional
- Recreation/Open Space (up to 0.2 unit per acre)
- Rural Residential (up to 1 unit per acre)
- Low Density Residential (1 to 2 units per acre)
- Medium Density Residential (1 to 6 units per acre)
- High Density Residential (up to 15 units per acre)
- Mixed Use (up to 15 units per one acre;
75% coverage for commercial buildings)
- Commercial (50% coverage)
- Industrial (no coverage limits)

COMPREHENSIVE PLAN
Springettsbury Township
York, Pennsylvania

The resulting map was analyzed to identify where there were correlations and inconsistencies in the existing land use planning. After reconciling some of the differences, using the guidance of the Comprehensive Plan’s goals and objectives as a guide, the land use categories were drawn onto the map. The Comprehensive Plan Map supplements the Future Land Use Map, showing land uses as they relate to key environmental resources, community facilities and existing and planned transportation facilities.

Comprehensive Plan Land Use Recommendations

Open Space/Recreation

10% of Land Area

Up to 0.2 unit per one acre

An open space overlay is proposed to reserve agricultural uses or conserve undeveloped land for recreational and conservation purposes. This Plan seeks to discourage development on sensitive land features, such as steep slopes and forested areas, and encourage preservation of the Township’s natural resources. Chapter X, the Recreation element, recommends completion of a Recreation and Open Space Comprehensive Plan to determine additional land needs to guide property purchases to serve the growing population. The 1990 Springettsbury Township Comprehensive Plan recommended an open space easement to connect the Rocky Ridge County Park and Springettsbury Park. Additional efforts should be made to further protect natural resources, such as areas within floodplains, unsewered areas, and steep slopes greater than 15%.

Rural Residential

14% of Land Area

Up to 1 unit per acre

This land use category includes areas of the Township in which existing land uses are primarily agricultural, woodlands, very low density residential and open space. The existing lot sizes are generally greater than one acre. In the future land use plan, this category is intended to conserve the rural character of the Township. Comprising most of the northeast quadrant of the Township, it provides an open space buffer for natural resources such as riparian habitat and agricultural uses. Areas of this land use category should be given a high priority for acquisition of passive open space preservation.

It is recommended that sewer and water utilities not be extended into this area. Given the unsuitability of soils in much of the area for on-lot systems, the Township should consider minimum lot size for septic

function on a case-by-case basis for new development in this area. Where possible, Agricultural Security Areas and land trusts should be sought to further protect this area from additional development to maintain the attractive rural character of the community. Where soils allow, the Township could consider the feasibility of cluster zoning in this area in conjunction with private package treatment or spray systems. It should also consider a transfer of development rights program that would permanently protect properties from development while providing the opportunity for increased development in targeted areas in the Primary Growth Area.

Low-Density Residential

14% of Land Area

1 to 2 units per acre

Existing areas of low-density residential as well as planned suburban-style development are included in this land use category. This category is primarily located on the periphery of medium-density areas. In some cases, pockets of low-density residential already exist, surrounded by rural land uses. It is recommended that this land use category contain standards that support clustered subdivisions to preserve natural resources and reduce impervious surfaces. New development or redevelopment in these areas should be encouraged to provide small, maintained community parks and recreational facilities (active open spaces) to enhance the quality of life in these areas and maintain existing open spaces.

Medium-Density Residential

29% of Land Area

1 to 6 units per acre

The medium-density residential category is intended to provide traditional residential neighborhood development, typically arranged in a grid street pattern to support pedestrian-oriented communities with neighborhood-serving retail. This category encompasses most of the older single-family residential development within the Township.

Because most commercial uses within the Township that serve these residential areas are auto-oriented and big box developments, special attention should be given to intermediate buffers of mixed uses to encourage and enhance the walkability of these neighborhoods. Streetscape improvements and sidewalk and curbing maintenance are particularly important in these areas.

High-Density Residential

3% of Land Area

Up to 15 units per acre

The high-density residential category encompasses compact single-family residential development and accommodates apartment buildings, condominiums, and other types of multi-family housing types. The Township has some opportunities for additional housing development to diversify the housing stock and, therefore, encourage population diversity.

Public/Institutional

9% of Land Area

This category includes municipal facilities, schools and religious institutions. To better serve the community, these facilities are best located within walking distance of high- and medium-density neighborhoods, good access routes and within proximity to public transit. Provision for these uses should be included into zoning districts throughout the Township.

Mixed-Use

4% of Land Area

Up to 15 units per one acre

75% coverage for commercial buildings

Mixed-use areas provide a combination of residential and commercial land uses. This category replaces the existing apartment-office zoning designation to allow for more flexibility and to better serve the surrounding neighborhoods. The primary intent of this land use category is to provide pedestrian-oriented community centers with a variety of housing types and neighborhood serving retail. This land use category can also include small- and medium-scale professional offices. These districts create a buffer between residential neighborhoods and intense office and commercial uses. To ensure that the urban form is walkable, the Township should develop design guidelines and consider adopting Official Maps for these areas.

Commercial

8% of Land Area

50% coverage for commercial buildings

The commercial land use category includes areas targeted solely for commercial development. In most locations these areas will include auto-oriented businesses and benefit from good transportation access. Much of the Township’s commercial uses are big box centers, strip malls, and indoor malls that attract visitors throughout the region. Because of the draw and poor internal circulation, these areas are typically congested with limited ingress and egress points. Commercial uses can also include general and professional offices and research uses.

Industrial

9% of Land Area

No coverage limits

Few changes were made to the location of industrial land uses in the Township. The existing locations are primarily along Route 30. The industrial land use category can also include office, manufacturing, research, or distribution uses.

V. Housing

Goal: Provide high-quality housing opportunities to meet the needs of current and future Township residents, regardless of household size, age, ethnicity or income.

Objectives

- Stabilize older residential housing stock neighborhoods through effective code enforcement, zoning regulations and other programs that encourage ongoing investment.
- Preserve the character of existing single-family residential neighborhoods by ensuring zoning for these areas maintains established densities and single-family development patterns.
- Encourage innovation in site design and promote residential development diversity in lot sizes, lot widths, and building types, providing for a diverse selection of single- and multi-family housing options.
- Provide affordable housing options for residents of all ages and income levels to meet the needs of current residents and ensure the Township is able to attract diverse populations in the future.
- Provide a range of housing options for aging residents that will allow them to age in place in current homes or move to alternative locations within the Township.

Background

Housing conditions in Springettsbury Township are generally good, and a wide range of single-family housing options is available, with a diversity of sizes and ages of structures. As noted in Chapter II, the Community Profile, much of the housing stock is over 45 years old, an age at which major repairs become more common.

Other needs identified during the planning process included broader multi-family and senior housing options. For senior housing, priorities included: 1) programs for home improvements and social services that would allow elderly residents to age in their current homes, and 2) expanded living options including single-level condominiums and apartments, seniors-only housing developments and a variety of assisted living facilities. Broader multi-family needs



Traditional residential neighborhood

included not only affordable housing but options to serve single residents or married couples without children who are attracted to the area by jobs or community amenities, but who are not well served by the current housing market.

Housing Affordability

The National Association of Realtors uses an affordability index to measure whether house purchases in a municipality are considered affordable. The Affordability Index defines housing as affordable if the total cost is less than or equal to 28% of the median household income for the municipality or county. An index of 100 or higher is considered affordable; an index below 100 is considered unaffordable. Because specific data for the Township was not available, the Plan relies on data for each of the school districts as a proxy. **Table 5.1** shows the affordability index for each school district serving the Township and for the County as a whole. Affordability indices of 112 and 121 indicate that the housing market in the Township is relatively affordable for York County residents, though less affordable than the County as a whole.

5.1 Affordability Index: 1999

	Affordability Index County Residents
Central York School District	112
York Suburban School District	121
York County	132

Source: US Census and Realtors' Association of York and Adams County

Township housing prices have risen steadily since 1999, largely keeping pace with the County. The county-wide median 2004 house price was \$154,446, or 34% higher than in 1999. For the Central York School District the increase was 35% to \$181,017. Increases for York Suburban were somewhat smaller with a 2004 median house price of \$159,510 or 28% higher than in 1999.

Median rents for the Township are about 20% higher than for the County as a whole. In 1999, Springettsbury’s median rent was \$642, compared to \$531 for York County. Housing affordability is a bigger issue for renters in the Township than for homeowners, with about 30% of renters and 15% of owners experiencing cost burdens according to the 2000 Census. The Census defines a cost burden as housing expenses in excess of 30% of income.

Not surprisingly, the most severe cost burdens are found at lowest income levels. The US Department of Housing and Urban Development (HUD) breaks down income levels on the basis of median family

income, \$58,502 for Springettsbury. Results for various income levels, ages and ownership status are shown in **Table 5.2**.

5.2 Cost Burden by Income Group, Age and Ownership

	Renters		Owners		Total
	Elderly (65+)	Total	Elderly (65+)	Total	Households
<= 30% MFI	168	308	192	284	592
% Cost Burden	61.9%	67.9%	74.5%	81.3%	74.3%
% Severe Cost Burden	47.6%	48.7%	32.8%	47.9%	48.3%
>30 <= 50% MFI	134	354	375	500	854
% Cost Burden	81.3%	86.2%	33.3%	43.0%	60.9%
% Severe Cost Burden	22.4%	19.2%	10.7%	19.4%	19.3%
>50 <= 80% MFI	210	623	578	896	1,519
% Cost Burden	47.6%	24.4%	21.5%	29.5%	27.8%
% Severe Cost Burden	19.0%	6.4%	6.1%	6.7%	6.6%
>80% MFI	265	1,115	1,188	5,097	6,212
% Cost Burden	22.6%	5.4%	4.0%	6.7%	6.5%
% Severe Cost Burden	18.9%	4.5%	0.3%	0.4%	1.1%
Total Households	777	2,400	2,333	6,777	9,177
% Cost Burden	48.0%	30.5%	18.9%	15.5%	19.5%
% Severe Cost Burden	25.7%	12.8%	6.1%	4.6%	6.8%

Source: HUD 2000 State of the Cities Data System Comprehensive Housing Affordability Strategy (SOCDS CHAS)

The data show that renters experience a higher cost burden than owners and that elderly renters face the highest cost burden of all groups tracked by HUD. Nearly half (48%) of elderly renters are cost burdened versus 30.5% for all renters and 19.5% for all households in the Township. Elderly homeowners fare better, with 18.9% suffering cost burdens versus 15.5% for homeowners in general. Elderly owners are likely to have purchased their houses many years ago at prices lower than today’s market, and many have already paid off mortgages, both of which significantly reduce housing costs. Elderly renters, on the other hand may have limited financial resources with which to pay today’s market rents.

Like most communities, Springettsbury has housing affordability problems for its low (less than 50% of median family income) and extremely low (less than 30% of median family income) income households. Nearly 75% of extremely low-income households are cost burdened and nearly half are severely cost burdened. For low-income households, those figures are 60% and 19%, respectively. The Comprehensive Plan needs to consider a housing strategy that addresses the needs of extremely low and low income residents.

Fair Share Housing Analysis

To address residential affordability issues, diversifying housing types, particularly increasing the options for multi-family housing, is often a common objective. However, over the last 10 years the percentage of total Township housing units that is multi-family has decreased (**Table 5.3**). Between 1990 and 2000, the units that were built were predominately single-family units, detached or attached. In fact, the number of units in larger buildings, those with five or more units actually decreased between 1990 and 2000.

5.3 Change in Units between 1990 and 2000 by Type of Unit

	Total	1 Unit, Detached	1 Unit, Attached	2-4 Units	5 or More Units
Total Units	980	436	425	183	-64

Source: US Census

From 2001 through 2004, very few building permits were issued for new apartment construction. Township Permit Summaries show that 34 permits were issued.

Fair Share Requirements

To provide housing opportunities to meet the needs of all Township residents, the Pennsylvania Municipalities Planning Code requires that the Comprehensive Plan address housing needs of present and future residents and that the plan may include the accommodation of expected new housing in different dwelling types and at appropriate densities. Through several court cases, a three-tier analysis was developed to help municipalities determine whether their fair share obligations are being met. This three-tier analysis is as follows:

1. Is the municipality a logical area for growth and development?
2. Is the municipality a developed or developing community?
3. Is the amount of land zoned for multi-family development disproportionately small in relation to population growth and present level of development?

The population in the Township has grown by about 20% between 1980 and 2000. Likewise, the number of housing units in the Township has increased by 34% during this time period. Growth continued between 2000 and 2004, with approximately 400 units added, a 4% increase over the 2000 total. While the growth in housing units has continued, the Township has consumed most of the land resources necessary to make it a logical area for significant growth and development.

The second question relates to whether the Township is fully built out or still has an adequate amount of land that could potentially be developed. The only significant undeveloped acreage is located in the northeast quadrant of the Township, designated as a Rural Area in Chapter IV, the Land Use element. However, because the Pennsylvania courts have affirmed that even municipalities with small percentages of vacant land are still considered developing communities, the Township may be considered as developing. Therefore, this Plan assumes that Springettsbury will be considered a developing community.



Greensprings Apartments

The third question requires further analysis of housing demand by type of unit in the Township and in York County. In 1990, 74% of all occupied housing units in York County were single-family units,² while only 17% were multifamily units (**Table 5.4**).³ In Springettsbury, the proportion of occupied single-family and multi-family units in 1990 was a little higher than the County (23% of all occupied units were multi-family). In 2000, the percent of all occupied units that were single-family units in York County increased slightly to 77%. Similarly, the percent of single-family units in the Township in 2000 also increased to 78%. The percent of occupied multi-family units declined slightly in both the County and Township.

5.4 Percent of Occupied Single-Family and Multi-Family Units: 1990 and 2000

	1990			2000			
	Percent Single-Family Units	Percent Multi-Family Units	Percent Mobile Homes	Percent Single-family Units	Percent Two-Family Units	Percent Multi-Family Units	Percent Mobile Homes
York County	73.9%	17.3%	8.8%	77.3%	4.5%	11.5%	6.7%
Springettsbury	75.4%	22.9%	1.7%	77.5%	1.2%	20.8%	0.5%

Source: US Census

To further determine the demand for multi-family units in the County and Township, **Table 5.5** looks at the change in types of units between 1990 and 2000. In York County, the incremental growth in multi-family units was 8% of all occupied housing units added between 1990 and 2000. The growth in the Township in multi-family units during this time period was considerably more at 12%.

² In this discussion, single-family units are attached and detached units.
³ For purposes of this Plan, a multi-family unit is defined as a unit in a structure with two or more units.

5.5 Number and Percent of Occupied Units Added between 1990 and 2000

	Single Family Units		Multi-Family Units	
	Number of Added Units	Percent of Units Added	Number of Added Units	Percent of Units Added
York County	21,642	92%	1,766	8%
Springettsbury	861	88%	119	12%

Source: US Census

The incremental growth in multi-family occupied units is an indication of demand for these types of units in the County and Township. The supply of multi-family units in the County is not constrained because the County vacancy rates for these types of units were relatively high in 2000 at 7.4%. The Township’s vacancy rate of 4.3% shows a tighter market, but no large constraints.

The Township’s primary role in meeting future market demand for multi-family housing is to zone land for multi-family development. Given recent market trends, it appears that at least 8% of new units in the Township need to be multi-family to meet market needs. This assumes that the county-wide growth in units is adequate to meet the Township’s multi-family needs. However, because Township multi-family vacancy rates show a higher demand for rental units, the Township should target 12% growth in multi-family to ensure it meets the demand for these types of units.

The Township has very little remaining vacant land in the Primary Growth Area. Therefore, most development in the Township will occur through redevelopment. Chapter IV, the Land Use element, recommends expanding multi-family housing options by rezoning some existing commercial areas to mixed-use or high-density residential. This will more than triple the inventory of land zoned for multi-family housing from 2% to 7%, dramatically increasing the opportunities for future development.

To accommodate the projected population increase of 3,998 persons by 2020, the Township will need approximately 1,694 units. A vacant land build-out analysis was conducted by identifying the vacant land in the Township and calculating the maximum number of units permitted by the current zoning designation for each parcel. This analysis shows that available vacant land will produce a maximum of 916 units. As stated in the above paragraph, future growth, particularly multi-family development will rely significantly on redevelopment opportunities in underutilized commercial and high-density housing districts to accommodate the Township’s growing population.

Strategies

1. Consider changes to the zoning ordinance that will encourage ongoing investment in the Township’s existing housing stock. This might include provisions for flexibility in setbacks for

house additions or other strategies to make it easier to expand small houses on relatively small lots. Such provisions would need to be balanced with design and other tools to ensure that neighborhood character is maintained.

2. Strengthen code enforcement to stabilize older neighborhoods.
3. Evaluate options to maintain high levels of owner-occupancy in older, established single-family residential neighborhoods, such as Haines Acres. One element of this effort could be to promote existing or establish new first-time homebuyer assistance programs. Many older homes in the Township are smaller and among the most affordable to first-time buyers. The Pennsylvania Housing Finance Authority, York County and non-profit organizations offer a number of programs to assist first time buyers. The Township could work with these providers to promote programs to eligible buyers, perhaps offering workshops for potential buyers, and, at a minimum, making information available at the Township Building and Township-sponsored events. Other options could include pursuing employer-assisted housing programs at major employers in the Township.
4. Expand senior housing options. This should include zoning changes that would encourage the development of senior housing facilities in high-density residential or mixed-use districts. Other options include conducting a market analysis of senior housing market needs to use to market the opportunity to developers who specialize in senior facilities. The Township should consider density bonuses and other incentives to encourage desired development.
5. Review zoning and consider changes to encourage a diversity of multi-family housing types. This should include affordable and market rate, rental and ownership options. The biggest change will be rezoning some existing commercial districts for high-density residential and mixed-use development, but the analysis should go beyond this and include an analysis to barriers to well-designed multi-family housing development. As with senior housing, it might be useful to commission a housing market study. Realtors interviewed during the planning process told the planning team of repeated requests for multi-family housing at all price points, indicating a market for additional multi-family housing in the Township. A market study documenting this need would enable the Township to better understand the multi-family market and could be helpful in attracting developers, especially if paired with identification of potential sites and density bonuses or other development incentives.
6. Target new residential development to the Primary Growth Area. Where development pressure occurs in the Rural Area, consider transfer of development rights programs and cluster zoning to reduce economic and environmental pressures.

VI. Economic Development

Goal: Enhance the Township’s economic strength as a center for skilled employment to enhance economic opportunities for residents and strengthen the tax base.

Objectives

- Redevelop underutilized commercial and industrial properties.
- Ensure that zoning and development regulations are adequate to attract new business development while contributing to a cohesive and attractively built environment.
- Ensure that new and existing retail development is made compatible with a pedestrian-oriented retail environment, where possible, and is supportive of the desired character of Springettsbury.
- Provide an affordable range of housing types to assure the availability of an adequate workforce for area employers.
- Maintain and enhance the Township’s diverse tax base by maximizing economic development opportunities, encouraging investment in the existing built environment, and enhancing the value of existing and future commercial development through implementation of design standards and supportive streetscape improvements in commercial districts.
- Maintain a business friendly development atmosphere that creates economic opportunities by accommodating business needs in a manner that is supportive to the overall health, welfare and character of the community.

Background

Springettsbury enjoys a diversity of industry types, including a strong manufacturing sector with about one-third of all jobs located in the Township’s industrial sector. Manufacturing employment is followed fairly closely by retail trade, with approximately 25% of the total number of jobs located in Springettsbury. Major employers in the Township include Harley-Davidson, Bon-Ton and R.R. Donnelly Logistics.



View of Route 30 and the former Caterpillar Plant

York County Industry Cluster Analysis performed by the York County Economic Development Corporation (YCEDC) in 2004 analyzed the relative strength and weaknesses of the County as a business location to better direct recruitment and retention efforts. Well-performing industry clusters for the County include:

- Advanced materials and diversified manufacturing (highly skilled manufacturing sectors),
- Food processing,
- Building and construction,
- Biomedical, and
- Technology and information services.

Some broad observations of York County clusters can be made in the context of comparative and competitive advantage. For clusters gaining competitive advantage, it is striking that many contain relatively complex industries that are highly dependent on knowledge and skilled labor, consistent with the “new economy.” Conversely, many of the declining clusters are dependent on geography, raw materials or cheap labors, the comparative advantages of the traditional industrial economy. The County and Township’s future economic successes will rely on their continued ability to attract industries that fit the new economic model.

The report analyzed the County’s traditional market advantages and its ability to respond to the needs of today’s economy, in which the ability to attract and retain a highly skilled labor force is critical. It points out the need to invest not only in “bricks and mortar” infrastructure but that the “quality of place” is a critical factor in determining where people, particularly highly-skilled workers, choose to locate and invest.

New residents will increasingly demand a rich array of amenities including recreation, diverse housing types, trails, attractive streetscapes, arts and cultural establishments, shopping and a wide variety of eating and drinking establishments. They will expect safe, vibrant and aesthetically interesting neighborhoods and commercial districts.

The Township and York County can use the results of the Industry Cluster Analysis in its efforts to attract new uses to vacant and underutilized sites. Important industrial/employment redevelopment sites identified in the planning process include the former Caterpillar Plant and entire designated Flex Zone, and the former Danskin factory. Other priority redevelopment sites, the vacant York Valley Inn, the Village Green Shopping Center, and the Gabriel Brothers Plaza, should be considered for less intensive commercial, residential or institutional uses.

Business retention and attraction is critical to the economic health of Springettsbury. A key element to the Township’s ongoing ability to retain existing and attract new businesses, particularly those employing skilled workers, is its ability to create a high-quality sense of place. The Township already offers access to considerable recreational, cultural and shopping opportunities for a community of its size, and it offers attractive residential neighborhoods. Future efforts should focus on creating an attractive commercial environment and a more diverse housing stock.



Greensprings Plaza

The Township’s zoning and development ordinances should be amended to increase their regulation of the appearance of commercial and industrial development. The codes can accomplish this, without deterring development, if the goals are clearly stated and the regulations are written in a manner that provides developers with a clear understanding of the process.

Strategies

1. During the planning process Springettsbury established a Township Economic Development Authority to encourage redevelopment of underutilized commercial and industrial properties, and pursue funding sources not previously available to the Township. Working in conjunction with County and Commonwealth agencies to minimize duplication of effort, the Township Development Authority will continue work with York County and the York County Economic Development Corporation to attract a diverse range of new industry types to the Township. Key priorities for the Development Authority are redevelopment of the former Caterpillar and Danskin sites as well as the vacant York Valley Inn and underutilized Village Green Shopping Center and Gabriel Brothers Plaza.

2. Amend zoning and development regulations to encourage new business development and business reinvestment while supporting a cohesive and attractive built environment. This two-prong effort will:
 - Evaluate and revise the development review process as needed to ensure a clear and consistent development process that is easy to navigate, ensuring a development friendly environment in the Township, and

- Develop a clear set of design standards that support desired community character. This review will consider all commercial and industrial zoning in the Township.

The zoning review and amendments need to make Springettsbury an attractive place to invest, balancing short-term redevelopment opportunities with the long-term economic and community impacts.

3. Revise zoning and development ordinances to reinforce retail areas with village-style development that provides goods and services to nearby residents and improves the quality of life of these residents. Specific tools might include:
 - Design standards to set minimum thresholds for issues like building scale, setbacks, landscaping and signage;
 - Design guidelines to encourage a broader range of design elements; and/or
 - Zoning changes to create lower intensity transition zones between intense commercial uses and single-family housing, likely a combination of multi-family, mixed-use or low-intensity retail development.
4. Continue to actively pursue public/private partnerships during the development process to fund infrastructure improvements.
5. Work with the YCEDC, the Chamber of Commerce and other business interests to expand efforts to retain existing businesses, and, when appropriate, help them to expand in the Township and York County. Initial efforts could focus on gaining or expanding information resources and building on recent research, such as:
 - An industrial business survey to understand the needs and plans of current facilities;
 - A detailed inventory of occupied and vacant industrial sites for use in attracting new businesses; and/or
 - Develop a proactive strategy to recruit the types of businesses identified in the 2004 York County Industry Cluster Analysis including expanding markets such as biomedical and technology uses, information services, and building and construction.

VII. Community Character

Goal: Provide a cohesive and attractively built environment through amenity development, beautification and reinvestment in vacant and underused sites to attract residents and development while enhancing property values and tax base.

Objectives

- Create a community town center to enhance a sense of place and community pride.
- Encourage mixed-use and multi-family housing areas as a transition between commercial and residential areas.
- Improve sidewalk connections and bike lanes to encourage alternative mode usage and create more social interaction and activity on the street.
- Identify and document the Township's historic and cultural resources, recognizing them as assets to attract new residents and development to the community.

Background

Springettsbury has distinct features that contribute to its unique character. These features include the physical elements, such as natural resources and architectural styles, as well as social qualities, such as community events and residents' skills and interests. Preserving and enhancing these features promotes a greater quality of life and economic well being for residents and increases the community's attractiveness to visitors and investors.

Community feedback in the planning process strongly favored enhancing Springettsbury's identity and character through improvements to the commercial landscape. Residents are very proud of the Township's history, beautiful neighborhoods, and strong sense of community, but worry that much of the commercial environment, including the main commercial corridors, poorly reflects all that the Township has to offer. More can be done to promote the Township's strengths without impeding future development.



Tree-lined residential street

During the planning process, community members and the Comprehensive Plan Committee identified a number of priorities. Key issues included:

- Preservation of existing residential neighborhoods;
- Encouraging compatible architectural styles that are sensitive to the existing built environment;
- Enhancing the character of commercial development to better reflect the values and resources of the community;
- Design of new commercial development; and
- Strengthening ordinances to maintain quality of life and protect historic properties.

The neighborhoods of Springettsbury form the main character of the Township and are a source of pride for the community. Residents and Committee members were concerned about conflicts between some commercial development and immediately adjacent residential neighborhoods. This Plan recommends “stepping down” intensities of commercial uses where businesses and single-family residential neighborhoods interface and strategically designating mixed-use or multi-family development as “buffer uses” to improve this transition.

Furthermore, the community believes that the new development should enhance the existing architectural styles throughout the Township. Springettsbury hosts a diversity of architecture that lends to what many see as a “walk through time”; however, much of the recent commercial development does not enhance the Township’s community character. The shopping districts along Market Street and Memory Lane, made up of national chains and regional shopping centers, do not contribute to a unique community character. However, improvements to these areas, such as landscaping that is indigenous to the region, adding elements of the local heritage, and using context-sensitive architecture, could be used to visually depict the qualities of the community and create a more inviting public environment. The community identified Eastern Boulevard, with its trees, median and green lawns, as a model for problematic commercial corridors, including Market Street, Memory Lane, Industrial Highway, East Prospect Road, and Mt. Zion Road.

Another concern and priority of this Plan is to address the lack of physical center or identifiable “heart” of the community. Traditionally, communities have a central activity area, often a pedestrian friendly retail core that promotes public interaction and the sale of local goods. Although Springettsbury’s retail core of malls and big box stores may not adequately serve this purpose, other locations in the Township serve at least some of these functions. Springettsbury has many well-established activity centers throughout the Township, such as Springettsbury Park and the Eastern Market. Enhancing these key place-making

locations through cohesive design elements, pedestrian links and improved automobile access will help unify them as a part of greater whole.

In the long term, the community core should be upgraded from an auto-dominated suburban form to a more traditional commercial center that better reflects the community desire for an attractive, accessible “town center” for Springettsbury. While automobile access will continue to be important, the town center will be attractive for pedestrians, bicyclists and transit users as well, reducing traffic generated to the site and for trips between destinations within the town center.



Eastern Market

The Comprehensive Plan Committee identified a “core” of Springettsbury for a town center as the area generally bounded by Memory Lane, Pleasant Valley Road, Mt. Zion Road, and East Market Street. This area contains many important retail and community uses including Springettsbury Park, the municipal building, the library at the Bradley Academy, Eastern Market as well as the York and Galleria Malls.

In the long term, however, improvements should be made to enhance the appearance of the existing retail core. Throughout the planning process, the Market Street and Memory Lane shopping area was identified as the main commercial activity center. Creating public gathering spaces, enhancing the pedestrian environment, and directing new commercial development towards smaller specialty stores along the street edge could transform the primarily auto-oriented streetscape to a more visually appealing and character-enhancing town center. Future development must be paired with improved street networks and parking circulation.

In addition, the community identified Market Street east of Mt. Zion Road to be in need of commercial, and potentially limited multi-family residential redevelopment. New development should be a lower intensity from that of Market Street west of Mt. Zion Road. This Plan recommends that development to the area include a mix of residential and commercial with new curbing and sidewalks, fewer curb cuts than currently exist and pedestrian friendly retail.

This Plan also recommends that the Township create design guidelines to uniformly regulate the style and appearance of new development to create distinctive attractive places, useful signage, a desired street orientation and to ensure that new development is sensitive to the existing and desired physical context. The Township should strengthen its ordinances to ensure that development enhances the character of the

community and can assist new development and existing businesses to meet the desires of the residents and maintain quality of life.

Historic Resources

Historic resources contribute to a community's identity as physical reminders of past accomplishments while providing opportunities for education and economic development. Although a building, structure, site, object or district may be significant for local, state or national reasons, official recognition in Pennsylvania may occur through designation at two levels, national and/or local.

Recognition of Historic Resources: National and Local Historic Designation

National Register of Historic Places (NRHP)

The NRHP, created under the National Historic Preservation Act, serves as the nation's inventory of historic properties. Generally, a property is first designated "eligible" by the State Historic Preservation Office (SHPO) and is granted official listing after review by the National Park Service. For both designations, the protection is the same. A property or district must meet at least one of the following four criteria to be listed in, or determined eligible for, the NRHP:

- Association with an event that has made a significant contribution to the broad patterns of history;
- Association with the lives of persons significant in our past;
- Embodiment of distinctive characteristics of a type, period, or method of construction; representation of the work of a master, possession of high artistic values, or representation of a significant and distinguishable entity whose components may lack individual distinction; and/or
- An ability to yield, or likelihood to yield, information important to prehistory or history.

The NRHP is the official source for federally recognized historic resources; however, unless there is federal involvement through funding, permits, or other approvals, listing is largely honorary with some potential tax benefits or access to grants. Should there be federal involvement, such as when constructing a highway or other federally funded projects, a measure of protection may be afforded through the documentation process required by Section 106 of the National Historic Preservation Act. Listing, or eligibility for inclusion, in the NRHP does not restrict a private property owner from altering or demolishing the property.

The Pennsylvania Historical and Museum Commission (PHMC) maintains an inventory of historic resources that are listed, or eligible for inclusion, in the NRHP. To date, eight (8) properties are listed or

eligible for inclusion in the NRHP within Springettsbury Township (**Table 7.1**). **Map 7.1** illustrates where these historic resources are located in the Township.

7.1 Springettsbury Township Historic Resources

	Address	Date of Determination
Bloomingdale	3405 E. Market	Eligible: 3/26/1995
East York Historic Area		Listed: 3/12/1999
Ettline Property	3790 Market Street	Eligible: 4/23/1992
Pleasureville Historic Area		Listed: 2/18/2000
J. Seiple House	3361 Druck Valley	Eligible: 9/9/1993
Roger H. Shultz Residence	3217 E. Market	Eligible: 12/15/1993
Stonybrook Mill	3800 Stonybrook	Eligible: 4/23/1992
Strickler Family Farmhouse	1205 Williams Road	Listed: 2/21/1991

National Historic Landmarks

National Historic Landmarks, which are listed in the NRHP, possess exceptional value in illustrating or interpreting the heritage of the United States. Today, fewer than 2,500 historic places bear this distinction. At present, there are no National Historic Landmarks in Springettsbury Township.

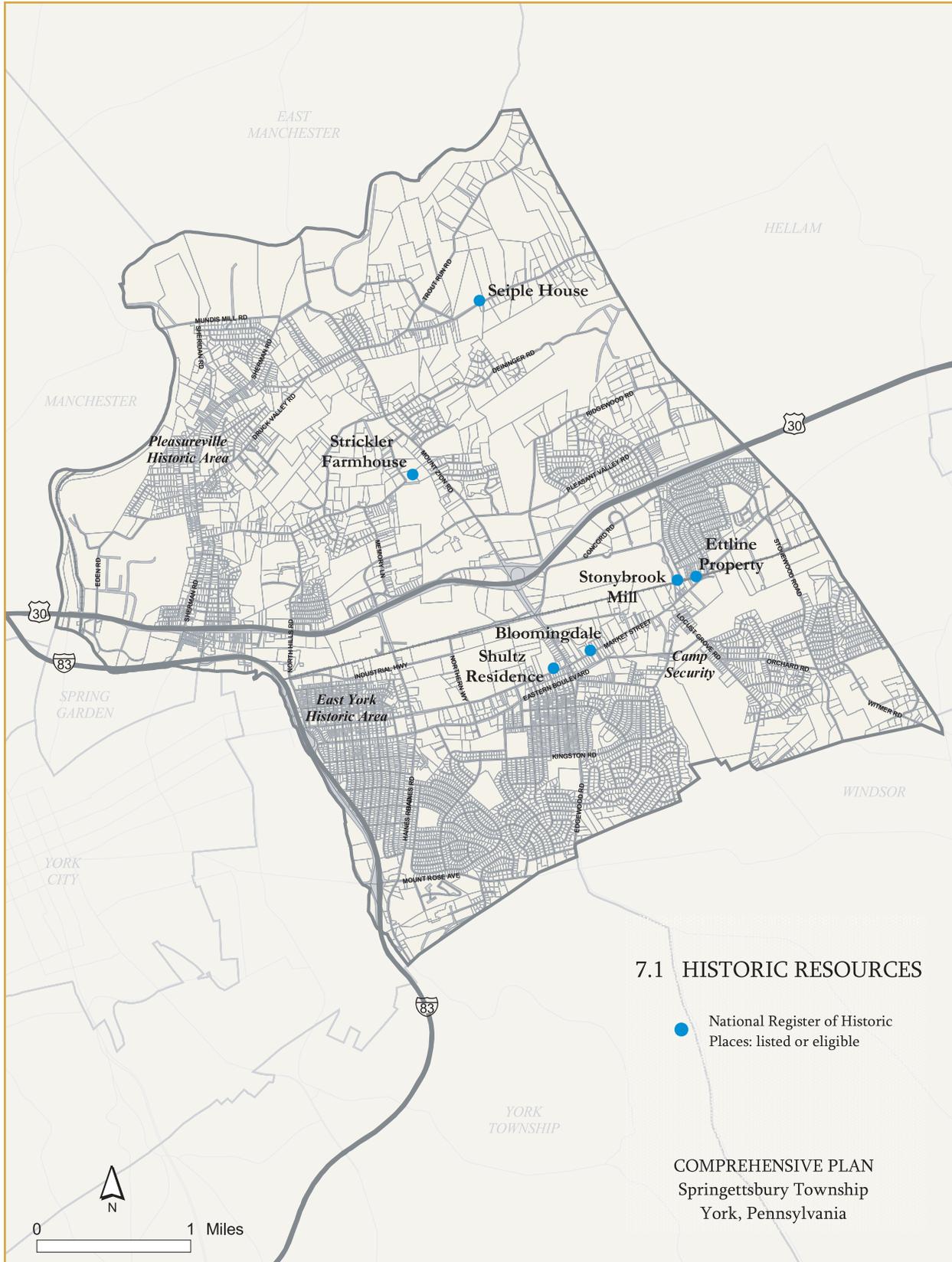
Local Designation

Two mechanisms provide localities with the ability to recognize and protect properties through local historic designation: the Pennsylvania Historic District Act 167 and, with the establishment of appropriate zoning ordinances, the Municipalities Planning Code (MPC).

Historic District Act 167 authorizes a municipality to:

- Delineate historic districts through a historic district ordinance;
- Establish a Board of Historical Architectural Review to advise municipal officials; and
- Establish guidelines to address publicly visible changes within the district, which may be strict or lenient but should reflect community values.

The MPC authorizes the municipality to “promote, protect and facilitate” the “preservation of the natural, scenic and historic values in the environment”; it also allows for the “regulation, restriction or prohibition of uses and structures at, along or near: places having unique historical, architectural or patriotic interest or value.”



7.1 HISTORIC RESOURCES

- National Register of Historic Places: listed or eligible

COMPREHENSIVE PLAN
Springettsbury Township
York, Pennsylvania

The MPC authorizes local governments to:

- Establish zoning overlays, independent of Historic District Act 167, to protect historic resources;
- Establish a review process by a zoning hearing officer or board;
- Establish guidelines to address publicly visible physical changes to historic resources; and
- Incorporate a plan for the protection of historic resources into the Comprehensive Plan.

Springettsbury Township created a Historic Preservation Committee in 1990 to provide insight and advice on historic resources. The Committee is empowered to review demolition permits to determine whether the property should be documented prior to its demolition.

From a national perspective, Camp Security is the most significant historic site in the Township. Not currently listed in the NRHP, it was identified by the National Trust for Historic Preservation as one of America’s “Eleven Most Endangered Historic Places” of 2005. Between 1781 and 1783, approximately 1,500 captured British soldiers and their families were confined at the camp. Because the land has remained undisturbed for more than two centuries, archaeological evidence likely lies beneath the surface.

The Camp Security site has been approved for residential development. The Township denied a development plan in 2001, but subsequent legal actions by the developer have resulted in a court order for its approval. Because there is no federal involvement in this proposed development, federal regulations do not apply. This incident points to the need for early identification of historic resources and local enforcement measures to ensure their protection.

Strategies

1. Create design standards or guidelines for commercial development to enhance a sense of place and pride through a consistent community aesthetic. Because of the strong interest by residents, the process of creating design standards or guidelines should be community-driven to ensure that their interests are included. Consideration should be given to a variety of community elements - signage, lighting, transit shelters and sidewalks.
2. Modify zoning to encourage mixed-use and multi-family residential development, such as senior housing, as a transition between commercial and single-family residential areas.
3. Continue efforts to develop Springettsbury Park as a community-based town center. The Township should make improvements based on the master plan created for the park. Future

development should consider including a community center for youth, adults and seniors in the vicinity.

4. Consider mixed-use, village-style development for the redevelopment of areas such as Market Street east of Mt. Zion Road. Revise zoning and development ordinances to reinforce retail areas with development that provides goods and services to nearby residents and improves the quality of life of these residents. Specific tools might include design standards or guidelines as well as zoning changes to create lower intensity transition zones between intense commercial uses and single-family housing, likely a combination of multi-family, mixed-use or low-intensity retail development.
5. Designate a town center in the area bounded by Memory Lane, Pleasant Valley Road, Mt. Zion Road and East Market Street and implement changes over time to create a cohesive, connected multi-nodal community and commercial core. Specific implementation steps include:
 - Developing a multi-modal network of connections between nodes within the broader town center that improve pedestrian, bike and vehicular links between each node.
 - Implementing façade, streetscape improvement and signage programs that enforce these nodes of activity and visually link them into a cohesive environment.
 - Amending zoning and subdivision codes to reflect desired town center uses (mix of intensities of retail, multi-family residential, office and professional offices, recreation, etc.), densities and design.
6. Update historic resource surveys to adequately determine historic properties that are eligible for the NRHP or local designation.
7. Update the Springettsbury Township Historic Resources Map.
8. Enhance the Township's historic preservation protections including consideration of the following tools and strategies:
 - Identify historic resources in the zoning ordinance;
 - Consider impacts to historic resources when considering requests for variances, special exceptions and conditional uses;
 - Develop historic preservation incentives within rural districts;

- Increase the monetary penalty for demolition without a permit or demolition by neglect; and/or
- Allow consideration of nonconforming zoning uses when implementation will facilitate the preservation, rehabilitation and restoration of historic resources

VIII. Transportation

Goal: Provide for local and regional circulation needs - without sacrificing community value - and maximize travel options.

Objectives

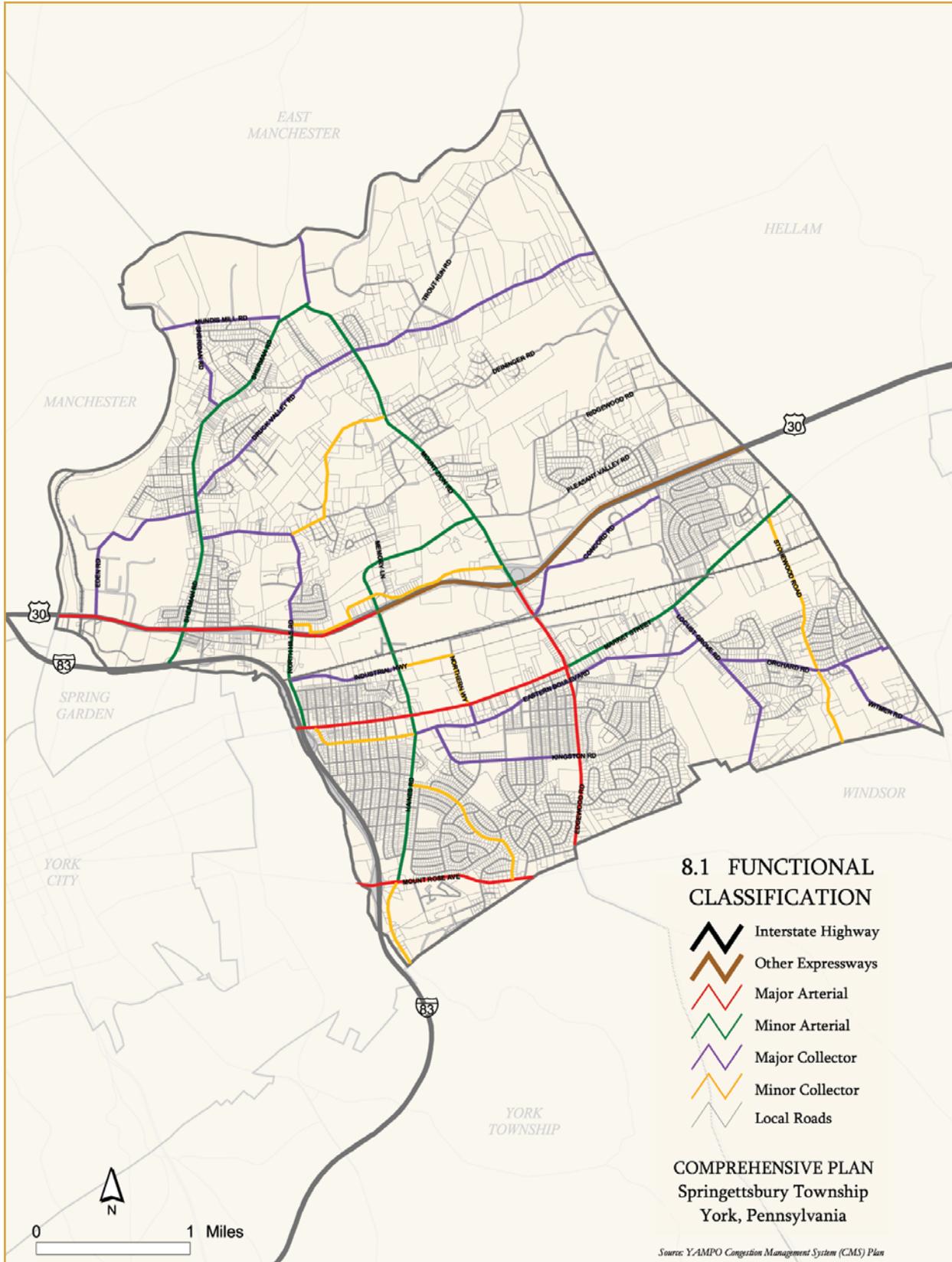
- Make strategic connections within the local roadway network to improve traffic flow through the Township.
- Improve traffic flow on existing facilities, where possible, without degrading the community's built environment.
- Leverage limited Township resources with Commonwealth, federal and private funds to make critical improvements.
- To the extent possible, create a local street network that increases access for residents, while discouraging regional traffic.
- Enhance alternative mode usage.
- Optimize the efficiency of parking and roadway facilities by maximizing the interconnectedness of adjacent parcels.
- Implement urban design standards and guidelines that encourage alternative modes of transportation to reduce the number of short trips on the local transportation network.

Background

Springettsbury Township is a historically rural community coping with the rapid onset of contemporary development pressures. As such, the demands on the transportation system are strong and growing, while the limited roadway system struggles to handle the increasing needs. Moreover, the disjointed and automobile-oriented nature of recent development has posed additional obstructions to the creation of an efficient circulation system.

Functional Classification

As seen in **Map 8.1**, the functional classifications of roads within Springettsbury Township include: interstate highway, other expressway, major arterial, minor arterial, major collector, minor collector and local road.



While Interstate 83 is the primary spine through the region along the Township’s southwestern boundary, the Township’s two major arterials, Routes 30 and 462, experience the most highly visible impacts of regional through-traffic. Minor arterials carry moderate volumes of mixed regional and local traffic, while major and minor collectors serve as the primary direct routes to residential concentrations within the Township. Local roads carry low traffic volumes and serve specific neighborhoods, low-density residential corridors and secondary circulation needs.

Although the classification system is useful in terms of assessing performance and applying design standards, many developing communities have recently begun to eschew the standard classification system in favor of creating an integrated, de-categorized street network. Under such an alternative system, local roads are often connected together to perform some of the functional responsibilities of traditional collector streets, thus utilizing latent capacity and avoiding the overburdening of just a few designated “higher-order”



Traffic on Route 30

roadways. As the Township implements the street connections recommended in this Plan, it should consider whether de-categorizing some streets would allow it to make better use of the additional capacity created by linking the new connections to existing local roads.

Although the two main major arterials, Routes 30 and 462, carry a significant proportion of regional traffic, they also serve local trips in a variety of forms. First, because these routes serve as the primary retail corridors of the area, many local residents use them to get to/from shops and restaurants. Second, the arterials support cross-town trips in areas where overall connectivity is limited. Third, trips that begin and end along the corridors, such as from one retail establishment to another, are classified as local trips regardless of whether the driver is a Township resident. This third category induces a high degree of traffic friction and greatly inhibits the regional flow.

Road Ownership

The interstate highway, major arterials, and minor arterials are all owned and maintained by the Commonwealth, given their role in moving regional traffic. The Commonwealth also owns and maintains

many of the collector streets, while the Township is responsible for all the local streets and the remainder of the collectors. The state roads listed in **Table 8.1** are shown in **Map 8.2**.

8.1 State Roads

US Route 30
Interstate 83
Mount Zion Road (SR 24)
Mundis Mill Road (SR 1012)
Sherman Road (SR 1033)
Sheridan Road (SR 1035)
Druck Valley Road (SR 1014)
North Hills Road (SR 2003)
Memory Lane / Haines Road (SR 2005)
Market Street (SR 462)
Locust Grove Road (PA 2013)
Orchard Road (SR 2013)
Stonewood Road (SR 2017)
Witmer Road (SR 2013)
Mount Rose Avenue / Prospect Road (SR 124)
Eden Road

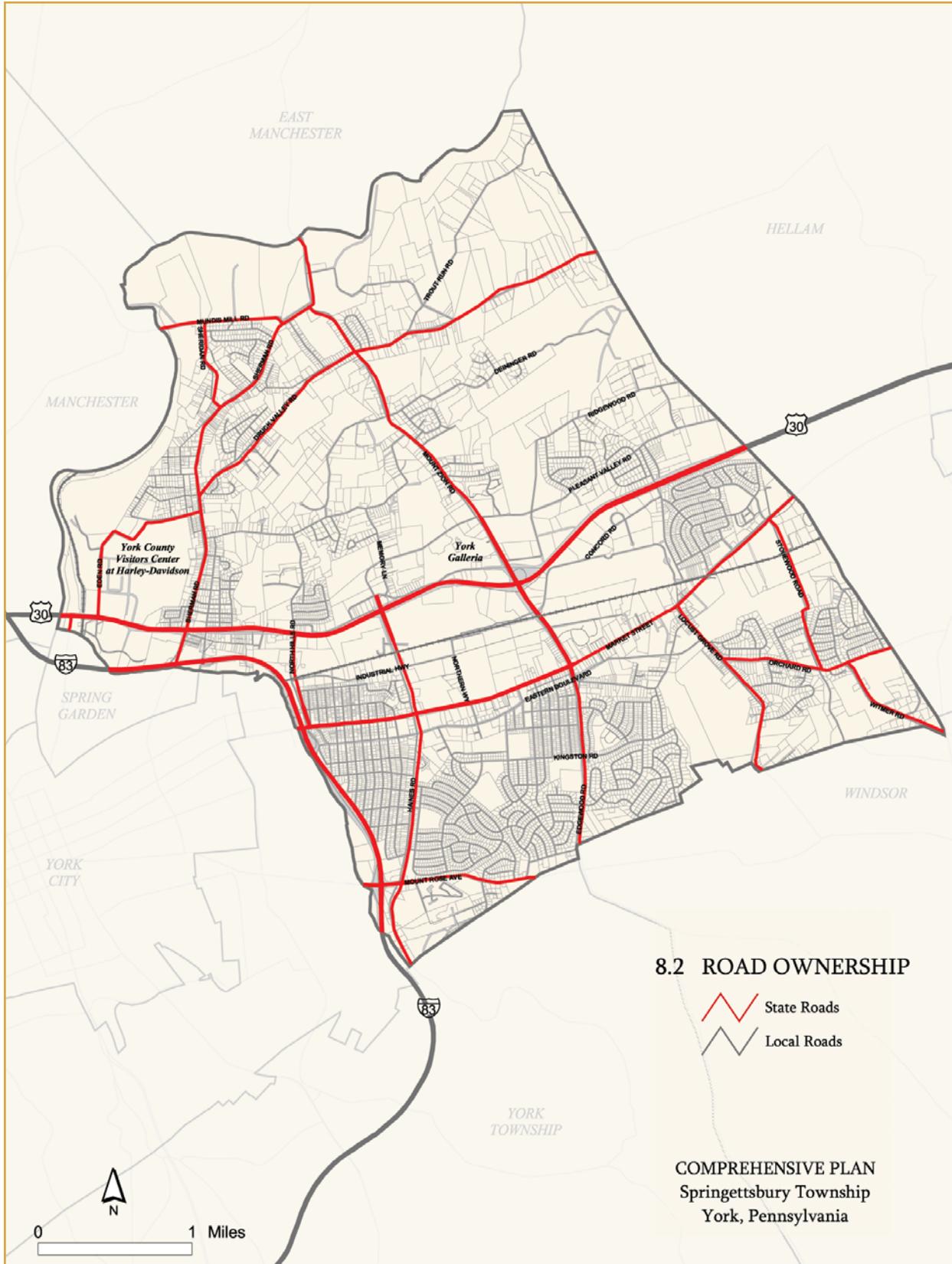
Source: York County Planning Commission GIS

Capacity

Total roadway capacity is primarily a function of the following factors:

- Number and configuration of lanes,
- Signal/intersection spacing, and
- Curb cuts/traffic friction.

Capacity per lane is an informative factor in evaluating the return on investment (in terms of both money and land) in the traffic system. Freeways excluded, capacity per lane is maximized along two-lane roadway facilities (i.e., one lane in each direction) with limited signal interruptions. The widening of arterials and collectors, on the other hand, results in greater corridor capacities but lower capacities per lane, due to the weaving, merging, and other turbulent characteristics of multiple-lane flow. Therefore, investment in an additional lane of traffic generates more “return” on a separate new facility than on an expanded existing facility.



Moreover, maximum flow capacity is achieved with a design speed of 30 miles per hour (mph), for two primary reasons:

- At the relatively controlled speed of 30 mph, it is easier to keep traffic platoons together than at higher speeds for which flow is more sporadic. This makes the achievement of effective signal coordination more feasible.
- As speeds increase beyond 30 mph, the spacing between vehicles increases at a rate that undermines the perceived benefits of higher speeds. Thus, on most corridors, speed and total flow capacity have an inverse relationship above 30 mph.

In Springettsbury, the capacity per lane on the major arterials, Routes 30 and 462, is relatively low compared with many of the Township’s two-lane, non-commercial corridors due to the following:

- Signal frequency is high, and the signals are difficult to coordinate because of chaotic flow conditions.
- Curb cuts are numerous, generating a great deal of traffic friction that significantly limits the capacity of the outside (right-hand) lane and marginally impacts the capacity of the inner (left-hand) lane.

Total circulation capacity is highest in the Fayfield section of the Township because the interconnectedness of the streets offer residents multiple inlets, outlets and routing options through the neighborhood.

The proposed Concord Road extension is an example of a project that promises to increase network capacity through the provision of a strategic link. This extension, to be financed jointly through public grants sponsored by the Township, York Area Metropolitan Planning Organization (YAMPO), and the developers of York Town Center, would connect a major new shopping complex with other destinations and with concentrations of local residents in the Township’s southwestern corner. This connection would eliminate the need for further reliance on busy Mount Zion Road.



Pleasant Valley Road

This project and others like it should be pursued to fulfill the long-term circulation needs of residents and local businesses. While there are physical barriers to the creation of new links in some locations, such as

railroads and topography, there are other locations where such connections could be realized without these constraints as seen in **Map 8.3**. The benefits of this approach are the following:

- Less reliance on, and less total traffic along, main thoroughfares, especially in the north-south direction;
- Increased travel options, and greater overall mobility, for Township residents, an oft-cited significant quality-of-life consideration;
- Creation of a framework for a parallel bicycle circulation system that does not require travel on major thoroughfares; and
- Fewer overall vehicle-miles-traveled, as sometimes circuitous routes via main roads are supplanted by direct connections along trip desire-lines.

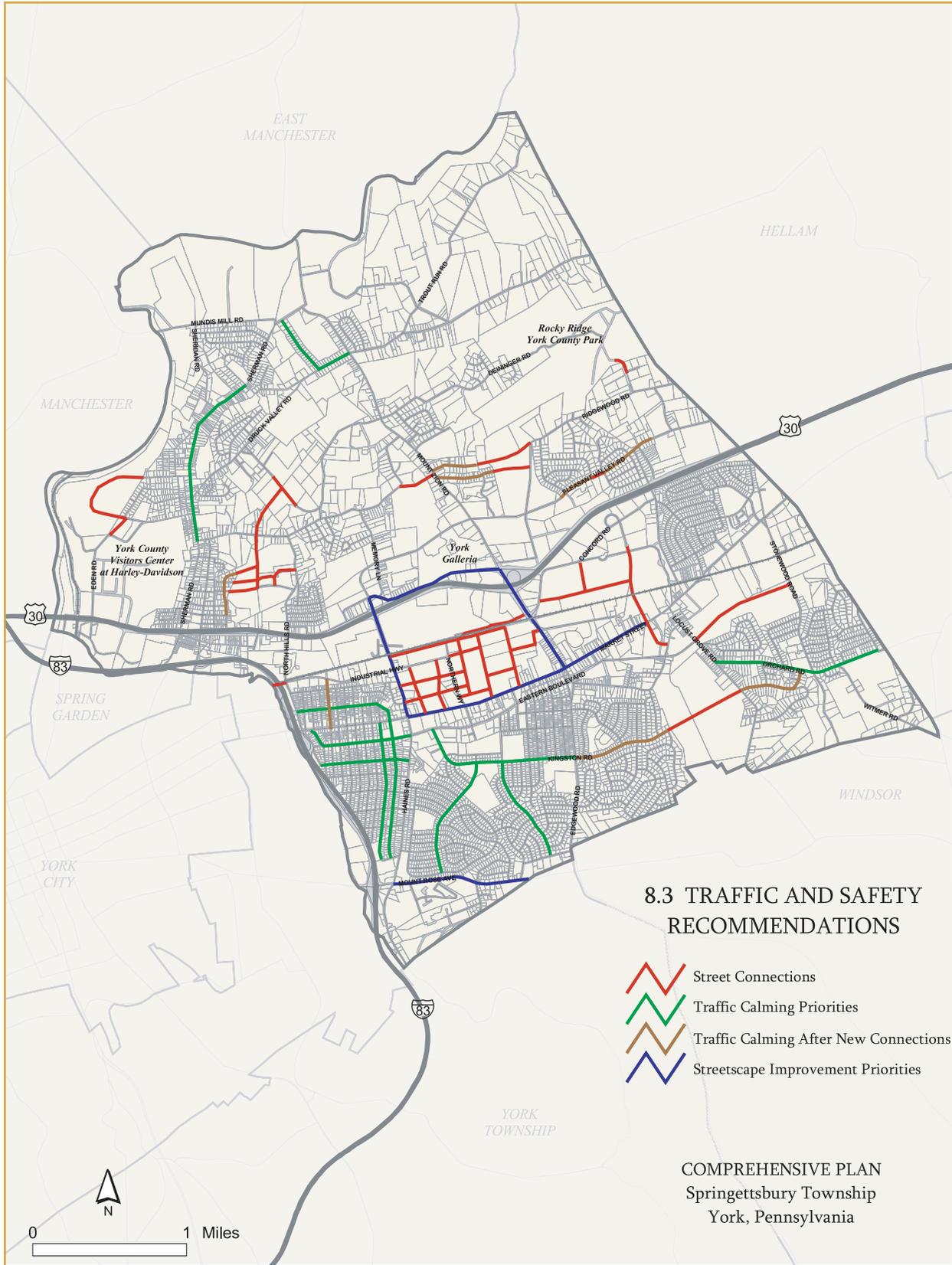
Volumes

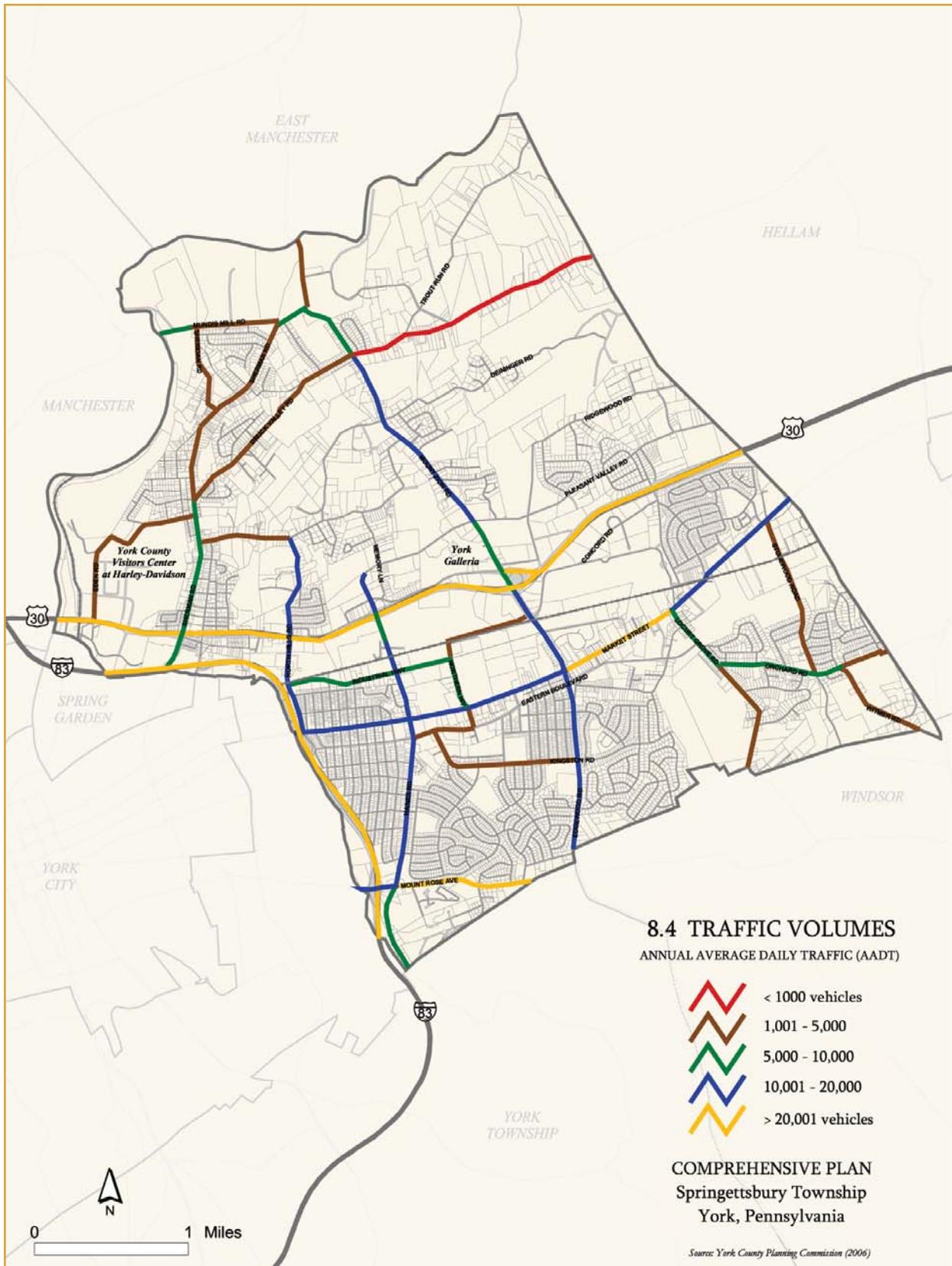
Traffic volumes are highest on the interstate and arterial corridors, and lowest on local roads and minor collectors. **Map 8.4** depicts the annual average daily traffic in the Township. The high volumes on Route 30 exhibit the effects of combined regional and local traffic volumes in a commercially active stretch of highway.

In terms of north-south roadways, volumes are generally higher south of Route 30 than north of it due to mixed regional/local traffic, the large number of neighborhoods served and high levels of commercial activity.

The busy corridor of Haines Road/Memory Lane is one of the main north-south arteries serving the primary concentration of residents in the southwestern corner of the Township. This corridor also carries regional traffic to and from major shopping destinations along Market Street and Route 30, connecting to Interstate 83 at Mount Rose Avenue which links to York City and beyond. The development context along Haines Road is constraining and sensitive in that established houses along the edges of the two-lane street preclude significant future widening of the corridor.

While a long-term strategy for this corridor will depend on decisions made for the Interstate 83/Mount Rose Avenue interchange, interim strategies can address some problems in the corridor. Improvements to the intersections at Mount Rose Avenue, Eastern Boulevard and Market Streets are critical to the enhancement of flow along this corridor. Changes to these intersections could allow for a reallocation of traffic signal green time to Haines Road to decrease overall traffic queues.





One alternative for the Memory Lane and Route 30 interchange proposes reconfiguring Memory Lane, north of Market Street, as it intersects the busy Route 30. The proposed design replaces the existing quarter cloverleaf with a single-quadrant ramp/intersection design. In addition to improving traffic flow through the junction, the proposed design would enable full mobility to and from all directions, as well as enhancing bike and pedestrian access by replacing the existing northbound on-ramp (to Route 30) with a manageable right-angle intersection.

Topographic Constraints

Because Springettsbury Township is traversed by a major ridge and exhibits rolling topography, there are many areas throughout the Township where it would be impractical to build new connecting roadways due to prohibitively high costs and/or unacceptable impact to natural landscape features.

Maximum acceptable grade for most rural and urban collectors is approximately 10% at 30 mph design speed. There are areas within the Township where this limitation is exceeded; new roadways should be planned to avoid these areas. Additional potential barriers to connectivity include active railroads, primary water features and existing bridge/ramp structures.

Current Problems

Traffic-related problems within the Township include the following general categories and subcategories:

- Traffic congestion,
- Intersection,
- Corridor,
- General safety,
- Poor intersection alignment,
- Poor visibility,
- Inadequate turning gaps, and
- Poor internal site circulation.

A Congestion Management System Plan approved by the YAMPO in 2005 determined that the three most congested corridors in York County are located in Springettsbury Township. The three corridors are Market Street (SR 462) from York City to Locust Grove Road, Mt. Zion Road (SR 24) from Market Street south to Windsor Township and Mt. Rose Avenue (SR 124) from York City to Edgewood Road. The plan

proposes a wide variety of tools to reduce congestion on these roads, including improvements to land use, public transit, alternate mode networks, signaling and road geometry. This Plan builds on a number of those recommendations with more detail, particularly increased connectivity, land use and development standards, transit improvements and safety improvements. **Table 8.2** and **Table 8.3** describe the planned or potential transportation improvements and **Map 8.5** illustrates the planned transportation improvements.

8.2 Planned Transportation Improvements

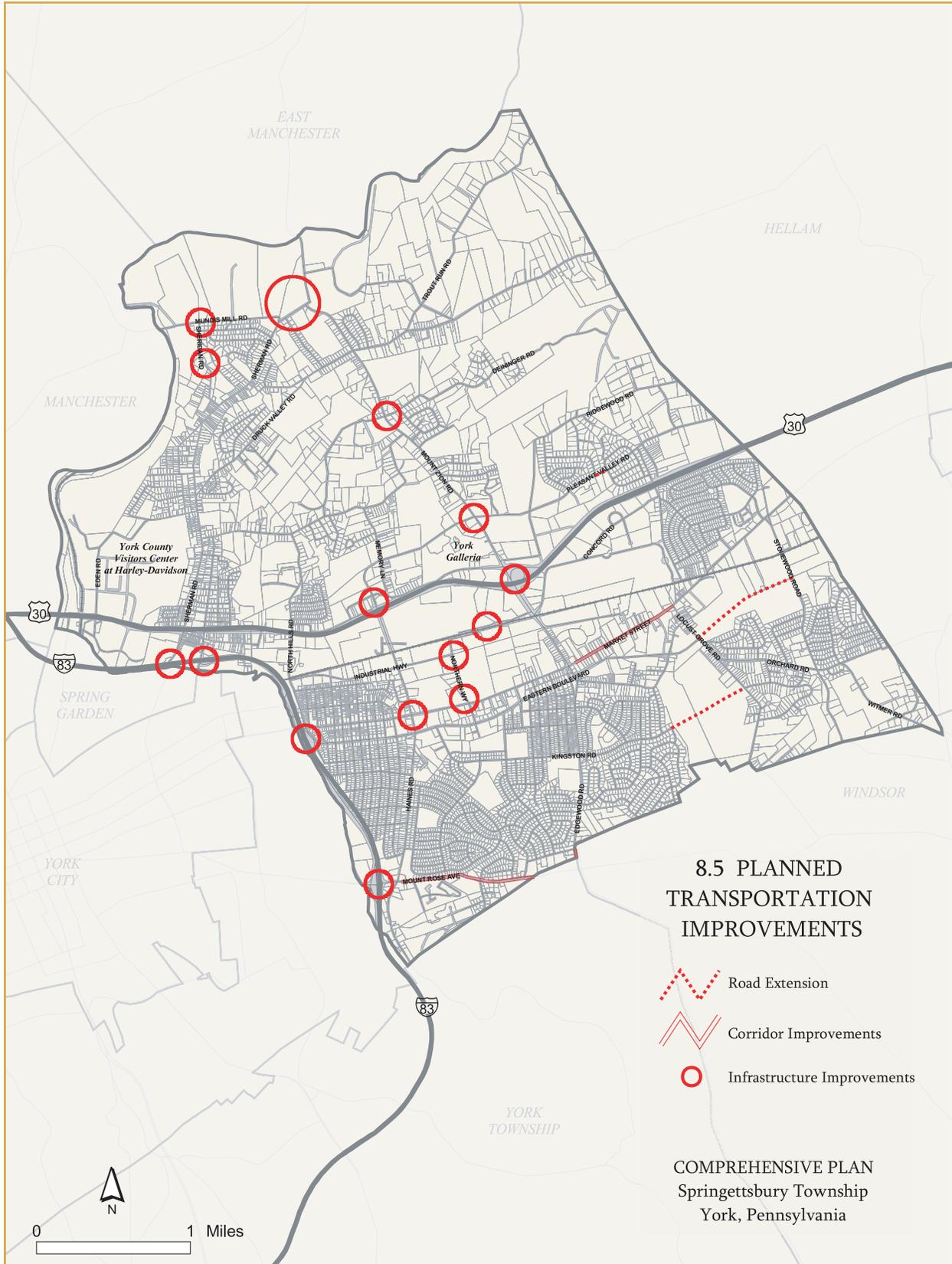
Eastern Boulevard extension to Stonewood Road
 Ebert’s Lane Bridge over Interstate 83
 Edgewood Road (SR 24) widening between Carol and Windsor Roads
 Central York High School sidewalks
 Concord Road extension
 Haines Road improvements at Market Street and Memory Lane
 Interstate 83 Exits 18 and 19
 Market Street (SR 462) widening between Edgewood and Locust Grove
 Mt. Zion Road (PA 24), Mundis Mill (SR 1012), and Sherman Street
 Mt. Zion Road and Deininger Road intersection
 Mt. Zion Road (PA 24) and Pleasant Valley Road intersection
 Northern Way improvements
 Sheridan Road and Mundis Mill (SR 1012) intersection
 Sheridan Road curve
 Sherman Street Bridge over Interstate 83
 US 30 Bridge rehab
 US 30 and Memory Lane intersection
 US 30 and Mt. Zion Road (PA 24) interchange

Source: Springettsbury Township and YAMPO (TIP)

8.3 Additional Potential Transportation Improvements

Druck Valley Road improvements
 Haines Road widening to Mt. Rose Avenue
 Industrial Highway extension under Interstate 83
 Kingston Road extension to Locust Grove Road
 Mundis Mill Road Bridge
 North Sherman Street Bridge
 Pleasant Valley Road extension to Sentry Woods
 Sherman Street single intersection
 US 30 widening over Codorus Creek
 US 30 widening over Norfolk Southern Rail
 US 30 pavement maintenance between North Hills Road and Hellam Exit
 Whiteford Road extension

Source: Springettsbury Township and YAMPO Long Range Transportation Plan (2003-2023)



In terms of prioritization of projects, safety considerations generally outweigh other concerns and should be addressed first. However, congestion itself is also often a direct contributor to public safety deficiencies, as road rage and risky driving behavior frequently result from frustration with congestion.

It is important that large transportation improvements be addressed at a regional level so that projects are coordinated across municipal boundaries and the often high construction and related costs of new roads and systems are shared between municipalities and different levels of government. Federal guidelines require that transportation funding provided by the federal government be channeled through a region's Metropolitan Planning Organization. In Springettsbury, this would be YAMPO, which covers all of York County. The development of a plan to implement rail transit, as proposed in Strategy 5.2, would require a long process of planning, public involvement and funding in concert with YAMPO, *rabbittransit*-York's transit agency, the Federal Transit Administration, the Pennsylvania Department of Transportation (PENNDOT) and other interested organizations.

Parking & Aesthetics

Total parking capacity is generally not an issue within the Township except as it relates to an apparent oversupply that creates negative impacts on the appearance of commercial development. Many of the Township's retail sites, along Routes 30 and 462 in particular, should be re-evaluated in terms of their overall parking needs. Surplus spaces should be removed and considered for other uses, while remaining parking should be screened wherever possible with attractive landscaping treatments. Additionally, adjacent parcels should be examined for possible sharing of spaces, which is most viable when the adjacent uses have non-overlapping "peaks" and parking lots at the same elevation.

Additionally, most recently developed commercial centers exhibit parking configurations that undermine the viability of walking to/from/between shopping centers or taking public transit.

Alternative Modes

The use of alternative travel modes is minimal within Springettsbury Township. As such, there is a great deal of potential absorption by these modes with reference to future growth, given appropriate and coordinated design plans. Growth in the use of alternative modes, specifically walking, bicycling and public transit, represents the most cost-effective means of addressing future trip demand.

However, for the population to consider such alternatives as viable, it is important that the convenience of using alternative modes be raised vis-à-vis that of automobile travel. Such options require increased

attention in the development and approval of site plans, the arrangement of and transitioning between land uses, the design of individual buildings and the overall allocation of right-of-way width within existing/new transportation corridors. The planning of centralized “collection points” for public transit and initiatives to enhance appearances and landscaping would also help to improve the proportion of alternative mode use. Finally, requirements for developers to include concessions for alternative modes, such as bicycle racks, could be considered as means of mitigating the impacts of new development.

The current alternative mode transportation network in Springettsbury Township includes bus routes, pedestrian-hostile corridors and potential anchor points for a Township-wide bicycle circulation system.

Map 8.6 illustrates the following:

- Hostile walking corridors include Market Street and Mount Zion Road.
- Bus routes serving the Township include *rabbit*transit routes 1B, 1C, and 5B.
- The York County Heritage Rail Trail along Codorus Creek is an important connection for the Springettsbury community and the region as a whole by offering new recreational options. Access to the rail trail is important for Township residents, and this Plan recommends linkages at the York County Visitors’ Center and the Central York High School.
- Expansion of the bicycle network by linking community parks.

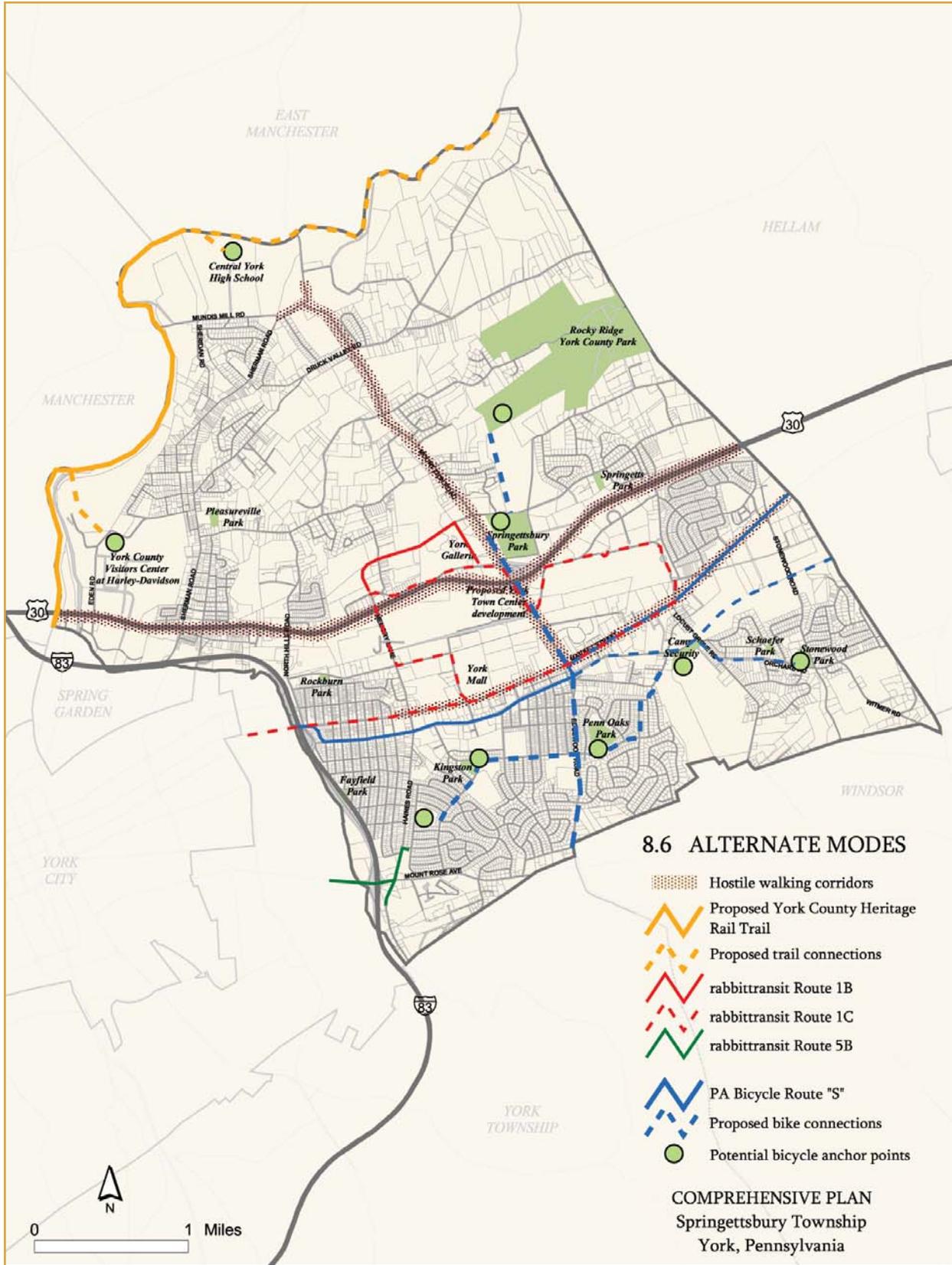
Strategies

1. Make Street Connections. The highest priority transportation action for Springettsbury Township is to enhance the circulation network for local traffic, to avoid a steady decrease in quality of life for residents. **Map 8.6** shows opportunities for new connections throughout the Township. These include the continuation of residential streets through adjacent neighborhoods as well as the formalization and standardization of access systems through commercial areas.

The goal of this enhanced street network is to enable residents to travel throughout the Township without having to mix with regional traffic on major thoroughfares. This is especially important because there is no legally reasonable method to restrict the amount of regional through traffic in the community.

1.1 Residential Circulation System

The residential circulation network should be designed such that Springettsbury residents can, for the most part, avoid using overloaded regional thoroughfares for daily



intra-Township travel. While residents often fear that such connections will lead to higher traffic speeds, these can be addressed through the implementation of a traffic calming program as described in Strategy 2.

Marginally higher traffic volumes will occur on some streets, especially when extending previous “stub-out” streets to new neighborhoods. However, Springettsbury Township is at the point in its development cycle where it needs to depend on residential streets to carry a “fair share” of local traffic, or else risk significant devolution in quality of life. The contemporary “one-way in, one-way out” residential development model is not consistent with the preservation of Springettsbury’s character because such a system forces all local traffic onto collector and arterial streets that subsequently have to be widened to accommodate the influx of vehicles. Due to topographical and lateral constraints, the vast majority of Springettsbury’s collector and arterial roadways have reached their maximum widths, precluding their ability to absorb a significant amount of additional traffic.

1.2 Town Center Circulation System

The commercial area bounded by East Market Street, Memory Lane, Pleasant Valley Road and Mount Zion Road has been identified in this Comprehensive Plan as a desirable location for an identifiable “town center” for the Township of Springettsbury. The selection of this location was driven by its high concentration of retail activity and proximity to the higher density historic residential neighborhoods in the southwest quadrant of the Township.

The functional parameters of a true town center require mixed-scale retail and a dense pedestrian/street network. The enhanced network shown in this area in **Map 8.6** is simply the formalization of existing access drives as proper streets, with curbs, sidewalks and pedestrian amenities (benches, lighting, etc.). This not only provides an interconnected web of pedestrian walkways, but also a structure for further development and redevelopment. New buildings should be oriented to the streets (with parking behind) and scaled as a park-once, pedestrian-based shopping district (storefronts of forty feet width or less). The Township should adopt formal streetscape design criteria, much like the City of York, to guide designers and developers, so as to achieve consistency in the town center.

1.3 Supporting Commercial Circulation System

Outside the town center, it is less important to establish a formal network of streets and pathways, but still vitally important to ensure multiple access points to and from each site. All parking lots should be connected through either a common “back access” road or simple cross-easements between adjacent parcels.

2. Implement traffic calming. Traffic calming provides a means to address high traffic speeds on residential streets and other sensitive areas. It entails the application of physical design measures, including bulb-outs, splitter islands, roundabouts, chicanes and speed tables, to reduce the effective design speed of the street. In summary, any physical element that causes vertical or horizontal deflection, or that narrows the actual or perceived street width, is considered a traffic calming element. The physical objective of traffic calming is to break up wide, unimpeded, straight road sections that invite high speeds. Geometric changes, stop controls and reduced curb radii are also often considered traffic calming.

The field of traffic calming has advanced well beyond the application of speed bumps. The newer devices, which basically achieve the same ends, are less severe than first/second-generation speed humps, and generally enhance the community aesthetic with some degree of landscaping or hardscape/sculptural amenity. For a comprehensive description of modern traffic calming devices applicable in Pennsylvania, please see the Pennsylvania Traffic Calming Handbook, PENNDOT Publication No. 383 of January 2001.

2.1 Near Term Priority Corridors

Map 8.3 shows priority traffic calming corridors in Springettsbury Township. These generally represent corridors that are long, relatively straight and well-connected. They also represent streets that are wide and largely residential in character because these are the most sensitive to high traffic speeds.

2.2 Long-Term Priority Corridors

Map 8.3 indicates additional corridors for traffic calming priority assuming the recommended connections. While not reasonable candidates for traffic calming prior to the implementation of these connections, the upgrade of these streets from neighborhood-only to inter-neighborhood status requires traffic calming control to restrict through-traffic

speeds. The traffic calming program along these corridors should be implemented in conjunction with the construction of the proposed new connections. Guidelines should be included in the subdivision and land development ordinance to construct the new connections to calm traffic rather than installing traffic calming measures after construction.

3. Implement aesthetic improvements and streetscaping. Regional roadways serve as the gateways to Springettsbury. As such, they project the Township's image to visitors and commuters. Currently these gateways are unattractive and cluttered, without a defining theme or consistent treatment of the public realm. To enhance this image for visitors and residents alike, it is imperative to upgrade the level of general attractiveness on main thoroughfares.

Attentive streetscapes also foster safe pedestrian circulation through provision of consistent sidewalks, landscaped buffers from automobile traffic, and clear visible pedestrian crossings at major intersections. Thus, the enhancement of streetscape serves both aesthetic and functional objectives. These projects should consist of:

- Sidewalk upgrade,
- Median plantings where applicable,
- Shade trees,
- Pedestrian scaled lighting,
- Reduction in curb cuts,
- Upgraded bus shelters and benches,
- Landscaped buffer between sidewalks and traffic lanes, and
- Repainted crosswalks.

Map 8.3 shows priority streetscape corridors throughout the Township. Streetscape in the area of Market Street and Memory Lane is especially important because these are two of the boundaries of the proposed town center. Strong streetscape treatment in this area is critical to project a positive image for the town center, with the possible inclusion of unique design features such as banners or town-center-specific light fixtures, as well as to safely accommodate the increased pedestrian flows projected as part of the town center development.

4. Complete general safety and capacity enhancements. Springettsbury Township currently has a number of projects proposed to improve the safety and capacity of certain intersections and problematic corridors. These projects are shown in **Map 8.3**.

Of special note is the reconfiguration of Sherman Road and Mundis Mill Road in the vicinity of the new Central York High School. The proposed enhancements in this location will improve the safety and capacity of this area in order to handle the high volumes of buses and cars associated with the new school.

5. Advocate for transit upgrades. As traffic congestion continues to grow throughout Springettsbury Township, the importance of convenient public transit will also increase. Early efforts should focus on outreach and education efforts to residents and workers likely to use existing transit service. Outreach to understand these groups' needs can evolve into more detailed understanding of service gaps. This effort should also include coordination with YAMPO and neighboring municipalities to develop projects and advocate for their inclusion into the Transportation Improvement Program.

5.1 Local Transit Improvements

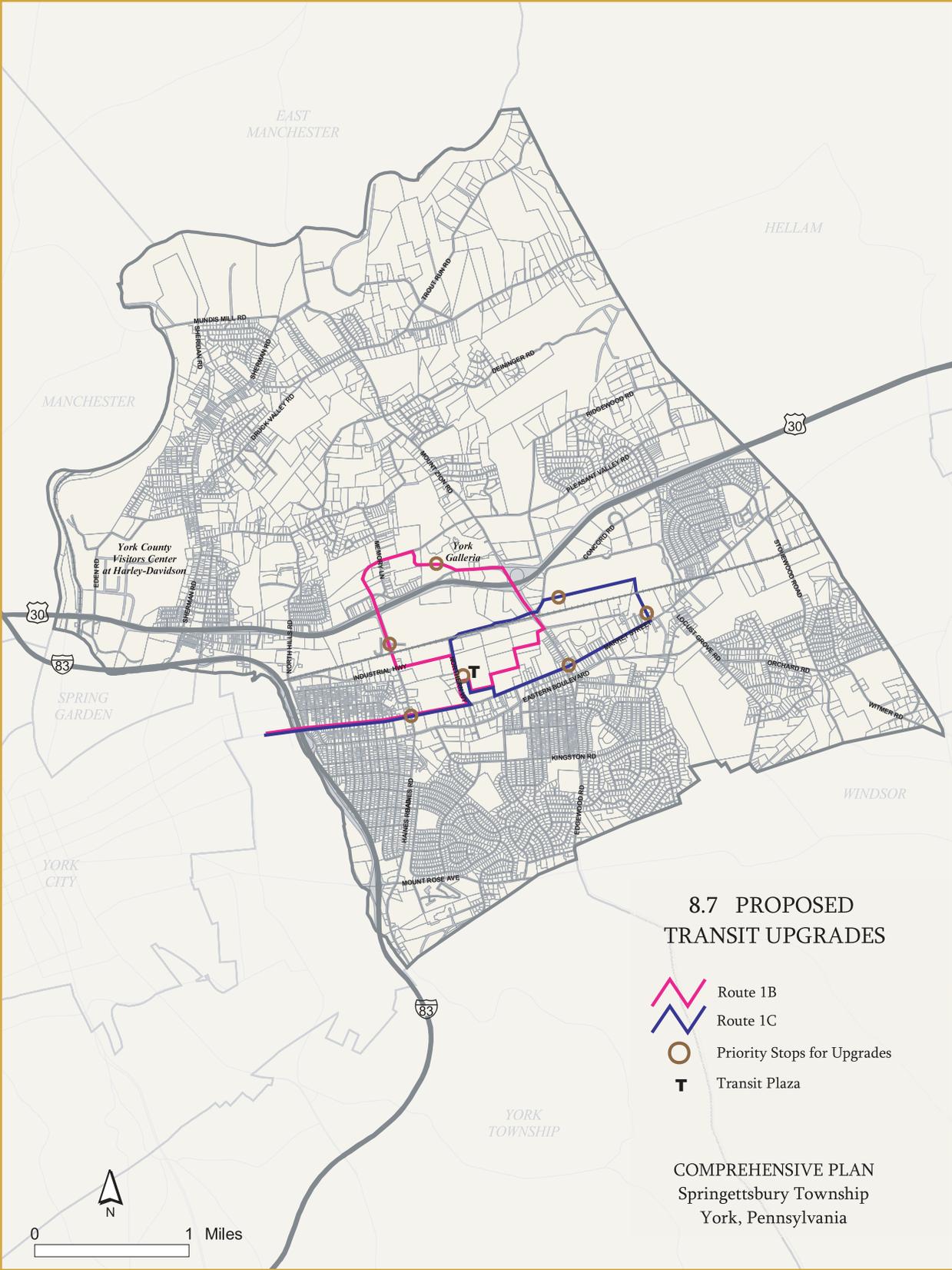
As the Township begins implementing the transportation connections and land use changes identified in this Plan and others, it should work with *rabbittransit* to redistribute existing transit service hours and resources to better serve emerging transportation connections and land uses.

Map 8.7 illustrates some initial recommendations, including:

- Rerouting of buses given new street connections and enhanced activity centers;
- Location of a central transit plaza as a focal point of the proposed town center; and
- Key areas in need of upgraded stops, shelters, benches and lighting.

The Township should work with *rabbittransit* as plans for new street connections and the town center evolve to ensure maximum service benefit for Springettsbury residents and business employees. This effort should include coordinating with *rabbittransit*'s Transit Development Plan. The agency is currently working on its Transit Development Plan for completion in Fall 2006. This plan usually has a three- to five-year update schedule.

Springettsbury has also identified the need for additional bus service, particularly to serve seniors and youth. To effectively advocate for increased bus service, the Township must demonstrate not only a need for additional service, but also a strategy to fund it. Depending on the priorities of *rabbittransit* or potential private and non-profit partners



(particularly shopping centers, and youth and senior housing or services groups), the Township may need to contribute to the cost of additional service. With limited transit funding available, shared funding of new transit service provides the Township with options beyond those available with existing regional transportation funding. To better understand the needs and opportunities available, the Township should conduct a transit needs and cost assessment to:

- Understand underserved markets, potential service options and planning level costs;
- Identify potential funding partners; and
- Build support for local expenditures for increased transit service.

5.2 Regional Transit Improvements

Regional Rail: The Springettsbury area is fortunate to have an extensive network of rail lines that could become the basis for a regional transit system. The *Corridor One* project, being sponsored by the Capital Area Transit System and the Modern Transit Partnership, is looking at using existing rail lines in south central Pennsylvania. The tracks are in place that would allow this system to be extended to Springettsbury.

Diesel Light Rail Transit: This new mode uses diesel-powered light rail vehicles to provide passenger service along lightly used or unused rail freight lines (safety regulations prohibit the use of lightweight passenger cars and heavy-duty freight trains on the same track). No overhead electrical power distribution system is required and existing tracks can be used, lowering the initial construction costs considerably. Tracks in Springettsbury run close to the York Mall and Springettsbury Park and could be used to link these locations with downtown York and connections to other destinations around the area.

Bus Rapid Transit (BRT): Another innovative idea to improve transit service, and in turn expand the market for transit, is BRT. This concept uses a variety of techniques to improve bus service to the same quality and speed as rail transit, but at lower cost. Improvements include busways built along unused rail beds, bus lanes along arterial streets, improved waiting stations and comfortable high-technology vehicles. The Market Street corridor may prove to be suitable for BRT.

6. Establish build-to lines in the zoning ordinance. The present urban design pattern of commercial development in Springettsbury Township inhibits efforts to reduce traffic congestion and limits the

reasonable non-automotive travel options available to local residents. The consequence of requiring a setback behind a 40- to 100-foot-wide parking strip is the hindrance of all forms of travel other than driving, even between adjacent parcels.

Conversely, buildings that front the sidewalk, with parking behind or on the side, discourage short point-to-point automobile trips and increase the viable travel options available to patrons. It also allows for more direct, efficient bus routing by allowing buses to remain on the main thoroughfares or town center streets rather than circulating through parking lots to provide close access to building entrances.

A “build-to” line (versus a “setback” line) displays significant merits in terms of travel impacts. While setback lines induce a high number of “very short” automobile trips to main thoroughfares representing travel between nearby parcels (i.e., less than ¼-mile separation), build-to lines foster a degree of pedestrian activity for such trips. When made by automobile, these trips cause severe traffic friction in the outermost lanes, disrupting corridor capacity and creating speed differentials and consequent safety conflicts.

7. Make parking lot interconnections. Parking lot interconnections keep many “short trips” (¼-mile to ¾-mile) from the main thoroughfares by creating an effective, if not formalized, parallel local street network. Particularly at peak periods, most drivers intending on short trips would prefer to remain off the main roads to avoid mixing with large volumes of regional through traffic.
8. Facilitate timely implementation of transportation improvements. Many of the roads within Springettsbury Township are maintained by the Commonwealth. As such, the Township should work with the YAMPO, York County Planning Commission and PENNDOT in the prioritization of projects to ensure timely implementation of the most pressing upgrades. While PENNDOT evaluates projects on a corridor level, there is a significant amount of additional information at the local circulation level that could help organize specific construction projects. This is especially significant when local upgrades, such as the addition of a new connection, could relieve some of the congestion on the main PENNDOT thoroughfares. It is important that the Township periodically update the County and PENNDOT on such local initiatives so that they can be accurately accounted for in the traffic models, and so that major Commonwealth resources can be allocated to areas where there are few opportunities for supplemental local relief routes.

9. Prepare an Official Map. The Official Map is an effective planning tool to reserve right-of-way for new road alignments and interchanges. In addition, it can be used to reserve right-of-way along existing roadways for turning lanes at intersections and additional through lanes along corridors.

The Municipalities Planning Code (MPC) provides that a municipality may adopt an Official Map covering a portion or the entire municipality to show elements of the comprehensive plan pertaining to public lands and facilities. An Official Map identifies areas of public interest and need for the purpose of reserving lands for public use. It can be used to implement the transportation network and other community facilities. Section 401(a) of the MPC permits municipalities to represent the following transportation facilities on the Official Map:

- Existing and proposed public streets including widening, narrowing, extensions, diminutions, openings or closings;
- Pedestrian and bike facilities and easements; and
- Railroad and transit rights-of-way and easements.

The Township may use property records, aerial photography, photogrammatic mapping, geographic information systems or other methods for the identification, description and publication of elements of the Official Map. An ordinance must accompany the Official Map that describes the lands identified for future public use. The municipality does not need to survey designated lands prior to the adoption of the Official Map and ordinance. At the time of land acquisition or easements, boundary descriptions by metes and bounds must be provided by a licensed surveyor.

The Official Map should be considered by the Township to preserve right-of-way for the potential of street grid system to accommodate redevelopment of the town center and to make other strategic street connections.

IX. Natural Resources

Goal: Preserve and protect open space and natural resources in the Township.

Objectives

- Maintain open space and rural development patterns in Druck Valley and the environment around the Codorus Creek.
- Limit development on steep slopes to reduce stormwater runoff and protect rural viewsheds.
- Maintain the Township's tree farm as open space to enhance the rural environment of the area and create a development buffer around the wastewater treatment plant.
- Develop programs and funding sources to improve stormwater management for new and existing construction through a combination of structural (detention ponds, pipes, etc.) and non-structural (land use, vegetation preservation, etc.) tools.

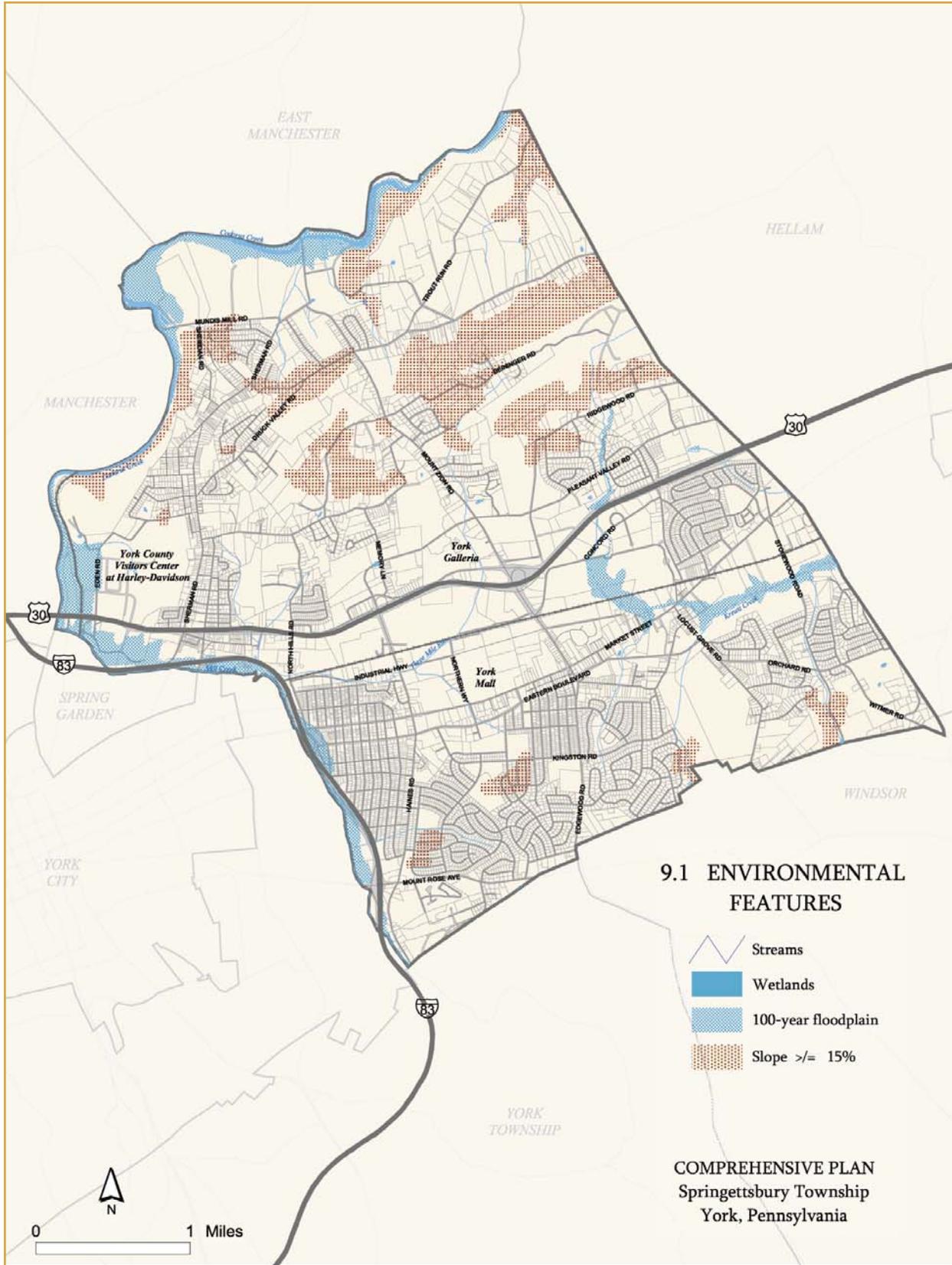
Background

The Township enjoys the benefits of considerable environmental, natural and rural resources, although development in the past few years has placed considerable pressure on the Township's natural and agricultural resources. **Map 9.1** illustrates the environmental features found in Springettsbury Township. Druck Valley residents have expressed concerns about encroaching development threatening the rural lifestyle of the northeast segment of the Township. Camp Security, the sole remaining site of a Revolutionary War prison camp, is proposed for a residential subdivision. The site, in litigation for years over the proposed development, was named one of America's 11 most endangered sites by the National Trust for Historic Preservation in 2005.

The planning and public outreach process revealed enormous community support for natural, agricultural and historic resource preservation action. The historic resource preservation elements are addressed in Chapter VII, the Community Character element. The community's top preservation priorities were Druck Valley, Camp Security and the creation of a greenway buffer between Interstate 83 and Old East York. At



Rural open space



community workshops and the Comprehensive Plan Committee meetings residents asked that the Plan consider protective ordinances, agricultural and open space easements, enhanced stormwater regulations, and transfer of development rights.

The following pages describe the Township’s environmental and natural features and assess their implications for future planning and development efforts. Tools for open space preservation (**Map 9.2**) are fairly limited under Pennsylvania’s Municipalities Planning Code (MPC) and most that exist are directly linked to the function and protection of environmental and agricultural resources. Understanding and linking Springettsbury’s open space, natural resource protection and stormwater management needs to land use policies will provide the Township with a set of tools to direct growth to priority development areas and protect natural resources.

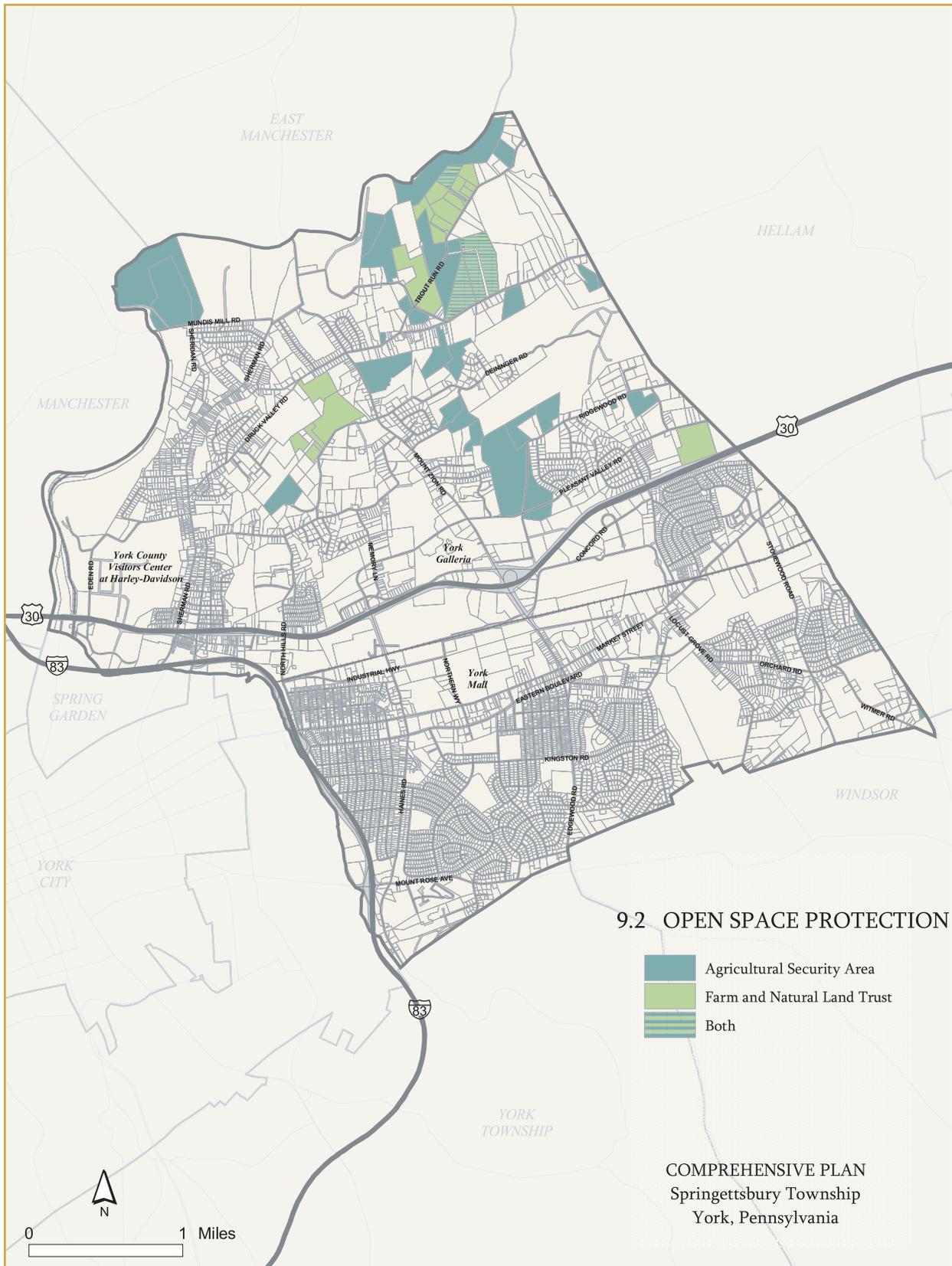
Soils

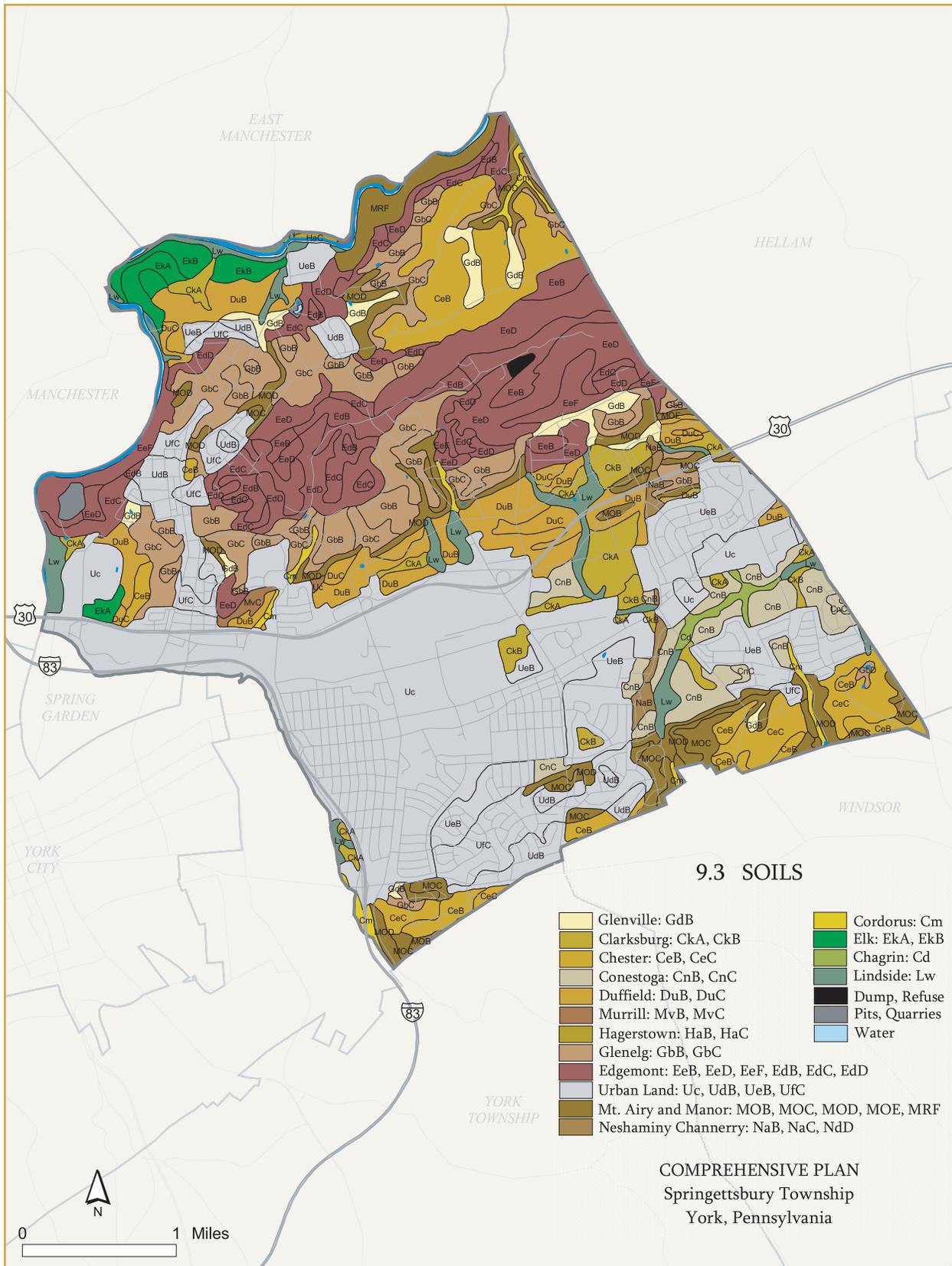
The soil survey for York County completed in 2002 by the US Department of Agriculture classifies the soils in Springettsbury Township into five categories, each named for the dominant soils. The categories are created by analyzing not only the soil types, but slope and drainage as well. **Map 9.3** illustrates the soil types in the Township.

Well-drained and somewhat excessively drained soils that are dominantly undulating and rolling:

Urban Land-Duffield-Hagerstown soils are found on ridges and narrow valleys of varying slopes, except in areas of urban land where soils have been leveled for development. The soils are very deep and well drained. Land uses on these soils include urban development, limited agriculture and small woodlands. These soils are not well suited for sanitary facilities due to the slope of Hagerstown and the limited permeability of Duffield. In Springettsbury, these soils encompass areas in the north, such as the location of the new high school, and in the west where the Harley-Davidson factory is located.

Chester-Glenelg soils are typically found in hilly areas and on top of steep slopes. The soils are very deep and well drained. Land uses on these soils tend to include more agricultural uses, such as cropland, hay, and pasture because slope and permeability are limitations. The soils are somewhat suited for urban uses and where slopes are not too steep, recreational uses are possible. These soils are located north of Route 30 and surrounding Rocky Ridge County Park.





Mt. Airy-Glenelg-Manor soils are found in very steep areas to more gentle hills. The soils range from deep and well drained to moderately deep and somewhat excessively drained. These soils are well used for cropland and pasture, but development is possible where the slope does not interfere and erosion is not a major problem. These soils are found in the southwest and southeast corners of the Township.

Well-drained soils that are dominantly hilly and steep:

Edgemont soils are found on moderate to steep slopes. The soils are very deep and well drained, and sometimes stony. Slope and erosion are a severe limitation, so these soils are well suited for woodlands, pasture and wildlife habitats. Urban development is scattered, and on steep slopes, trails and roads may be restricted. In Springettsbury, these soils encompass most of Rocky Ridge County Park.

Somewhat excessively drained to moderately well-drained soils that are nearly level to rolling:

Conestoga-Urban Land-Clarksburg soils are found in drainage area, lowlands and some moderate hills. The soils are very deep and well to moderately drained. Conestoga soils are fairly suited for sanitation facilities because of favorable slope and permeability, but Clarksburg soils are not. Both are suitable for recreation development and urban development is common. These soils are found in Springettsbury along the Route 30 corridor and encompassing most areas to its south.

Topography

The landscape features gently to steeply rolling hills with elevations ranging from 300 to 920 feet above sea level. The highest ridge runs east to west through Rocky Ridge County Park. Slopes range from less than 3% to over 50% with typical slopes around three to 10%.

Although more expensive to construct, residential development on steep slopes is often appealing due to views and other environmental features. The Township’s Zoning Ordinance limits some development practices in its Steep Slope Overlay that supplements the requirements of underlying zoning for development on sites with slopes of 15% or greater. The Township should consider strengthening the



Codorus Creek

development protections in steep slope areas as a part of its efforts to manage stormwater and to preserve critical open space areas and rural viewsheds.

Water Resources

Drainage is provided by the Codorus Creek to the north and northwest, Mill Creek to the west and southwest and Kreutz Creek to the southeast. The banks of these creeks make up the 100-year floodplains in the Township, which include about 925 acres in the Township. Springettsbury’s Zoning Ordinance provides a Floodplain Overlay District that regulates development in the floodplain. As with the Steep Slope Overlay above, the Township should consider strengthening the development protections in floodplains as a part of its strategy to manage stormwater, mitigate flooding and preserve critical open space areas.

The Codorus Creek Watershed was the focus of two recent plans. The US Army Corps of Engineers’ Ecosystem Restoration Project identifies projects to improve aquatic and biological habitats. The other is the Rivers Conservation Plan for the Codorus Creek Watershed, which sets priorities and actions towards developing a watershed management program.

Approximately 60 acres are classified as wetlands in Springettsbury Township. The US Environmental Protection Agency strictly regulates development in wetlands. Springettsbury does not currently regulate development in wetlands or wetland buffer areas beyond Commonwealth and national standards. Again, this may be something the Township wants to consider as a tool to mitigate flooding and preserve open space.

Woodlands

The majority of woodlands can be found along the Codorus Creek and the ridge running through the Township from the east. Smaller areas of woodlands can be found in the southeast corner of the Township and in the North Hills neighborhood.

Agricultural Resources

According to the Environmental Resources component of the York County 2004 Comprehensive Plan, Springettsbury Township has over 4,417 acres of prime agricultural soils (classified as Class 1-3 soils by the US Department of Agriculture), roughly 4% of its total land area. Of this, only 73 acres in the Township are Class 1 soils, optimal soils for agriculture.

According to the draft *York County Agricultural Land Protection Plan*, 7% of Springettsbury’s total land is in farms of 50 or more acres, giving it a rank of 34th among townships with rural land designations in the growth management component of the County Comprehensive Plan. Of these 34, Springettsbury is one of 16 municipalities that do not have agricultural protection zoning.

According to Geographic Information Systems data obtained from the York County Planning Commission, Springettsbury Township has 38 parcels in Agricultural Security Areas (ASAs) for a total of more than 770 acres. Location in an ASA does not provide specific protection for agricultural land, but does make the property eligible for public funding for the purchase of agricultural easements. Included in the Township’s ASAs is the land developed for the new Central York High School. The majority of land in ASAs is located north of Pleasant Valley Road and east of Mt. Zion Road as seen in **Map 9.2**.

The Township also has Farm and Natural Land Trust conservation easements on 24 parcels for a total of just over 127 acres. This land is located at three locations: Alpine and Pleasant Valley Roads, along Deininger Road, and at Trout Run and Lower Glades Roads. In addition to the land protected under conservation easements, the Township owns a 136-acre tree farm located adjacent to the wastewater treatment plant. Although not under a conservation easement, the Township intends to keep the site in agricultural or open space use.

Stormwater Issues

Stormwater management controls were first established in the Township in the 1980’s; however, technology that allows engineers to design optimal flow for these systems was not available until years later. Therefore, early systems require more routine maintenance.

Springettsbury Township adopted a stormwater management ordinance in 1993 that strengthened specific construction and maintenance standards for stormwater management facilities to serve new construction. As in many communities, much of the Township was developed before any such standards were in place. All development to date has significantly increased runoff from storm events of all sizes. This has resulted in increased flooding, reduced groundwater recharge and stream and watershed contamination from urban and agricultural runoff.

The Township has identified stormwater management for the Kreutz Creek, Trout Run and Mill Creek watersheds as an important concern during this planning process. As such, the Township should consider expanded and perhaps more extensive construction solutions as well as land use policies that would reduce the amount of impervious surfaces added to environmentally sensitive areas.

The Township has several local and regional resources to look to for guidance in this effort, including the Watershed Alliance of York and management programs of the Susquehanna River Basin Commission. As a part of this process the Township will review its existing stormwater management ordinance to understand what elements could be strengthened, perhaps requiring, or more strongly encouraging, the use of permeable materials in construction and other solutions that require little maintenance and can be enforced relatively easily. It could also require increased permeable surfaces in facilities such as parking lots through landscaping standards, permeable paving materials, bioswales and other tools.

The Township may also consider changes to its land use policies in environmentally sensitive areas. While many protections are in place already, the Township could consider changing the way it regulates development on steep slopes, floodplains, wetlands, wetland buffer areas and woodlands. A benefit of this approach is that it provides the opportunity to mesh open space preservation goals with stormwater reduction. The MPC allows for fairly stringent regulation of development in a number of primary environmental resource areas if the need can be adequately documented and supported by local policy. Tools including transfer of development rights and cluster zoning can be used to mitigate the economic impacts to land owners and still provide for residential and economic growth.

Strategies

1. Develop comprehensive stormwater management tools including a more stringent stormwater management ordinance, educational tools and funding strategies. Given the increasing severity of the Township’s stormwater problems, the ordinance should consider requiring a post-development net reduction in runoff. The Township can look to southeast Pennsylvania and even the western United States for some innovative ordinances that incorporate a variety of structural (detention ponds, pipes, etc.) and non-structural (land use, vegetation preservation, bioswale etc.) tools. Because the problem must be addressed both by new development and fixes to the existing system, the Township should also consider creation of a dedicated funding source for system retrofits. A first step in this effort would be to conduct a stormwater study that would identify needed improvements and cost them out at a planning level. Specific issues to consider include:
 - Percent reductions needed for 2- to 25-year storm events;
 - Environmental controls during and after construction to limit sediment, thermal and other water quality impacts;
 - Increased buffers zones from stream banks; and/or
 - Evaluation of, and where needed, modification to existing stormwater basins and outlets to ensure optimal function, with special attention to facilities that pre-date modern routing tools.

2. Investigate grants, donations, fees-in-lieu and other funding sources to preserve open space within the region.
3. Implement zoning and other tools to preserve Druck Valley's rural development patterns. Although exclusive agricultural zoning is not practical for this area from a land use or economic perspective, a number of other tools exist to maintain the rural nature of this area. It will likely require a mix of zoning tools, such as overall density controls and natural resource overlays, combined with some kind of development easements in which land owners sell a portion of the development rights to their property. Easements could be acquired through purchase by the York County Agricultural Preservation Board, the Farm and Natural Lands Trust of York County, or more broadly through a transfer of development rights, in which developers can purchase the right to increase densities elsewhere in the Township. Other strategies, such as cluster zoning or development of active recreation spaces, could also be considered to minimize the impacts of development.
4. Modify zoning and development ordinances to limit development on steep slopes and increase buffers to protect environmentally sensitive areas.
5. Investigate tools to maintain the tree farm as open space and to create a buffer around the wastewater treatment plant. Issues to consider include the appropriate zoning designations or development easements (recognizing that the farm is currently owned by the Township and was purchased through a federal grant).

X. Recreation and Open Space

Goal: Plan and provide for recreational facilities to residents with a broad range of interests and ages, including the elderly, children and families.

Objectives

- Expand active playing field facilities to meet current and growing needs for youth and adult organized sporting activities.
- Continue to evaluate the need for and, where needed, implement trails, pedestrian improvements, bike lanes and passive recreational facilities.
- Develop a community center to house the Township's recreation programs, senior programs and other community service needs.

Background

Significant investment in the Township park system serves not only the Springettsbury Township, but the region as well. According to the Springettsbury Township Park and Recreation Department's 2004 Annual Report, 27,000 people were served through health and fitness classes, adult enrichment services, field trips, youth programs, senior activities and summer concerts.

Springettsbury Township's most notable recreation areas are Springettsbury Park, which is owned and operated by the Township, and Rocky Ridge, a park owned and operated by York County. Rocky Ridge, located in both Springettsbury and Hallam Townships, was acquired in 1968 as the first county park. The Township manages a total of 10 parks, nine of which are used for active recreation by local organizations.



Springettsbury Park

The York County Rail Trail Authority is in the process of extending the Heritage Rail Trail County Park into Springettsbury Township by linking York City to East Manchester Township along the Codorus Creek. In 2005, Pennsylvania Department of Conservation and Natural Resources (DCNR) and the Codorus Creek Watershed Endowment of York County Community Foundation awarded grants towards preliminary engineering and land negotiations. Construction is targeted for the end of 2006.

The National Recreation and Park Association recommends that communities offer a range of 6.25 acres to 10.5 acres per 1,000 people. For the current population, Springettsbury should have about 150 to 250 acres of parks. Excluding the Rocky Ridge County Park and privately owned parks, such as those at schools and churches, the Township has a total of 114 acres of community parks (**Table 10.1**). Because this number falls just below the recommended standard, these parks should be preserved. While not owned and operated by the Township, Springettsbury benefits from having over 730 acres of Rocky Ridge County Park in the community, which ensures that ample public recreation open space is available, although the vast majority of this acreage is in trails and passive open space.

While the community has ample park space, it lacks additional programmed space, particularly lacrosse and soccer fields. Additional playing fields are needed today and into the future to serve an increasing demand as the Township and surrounding communities grow.

10.1 Springettsbury Township Community Park Acreage

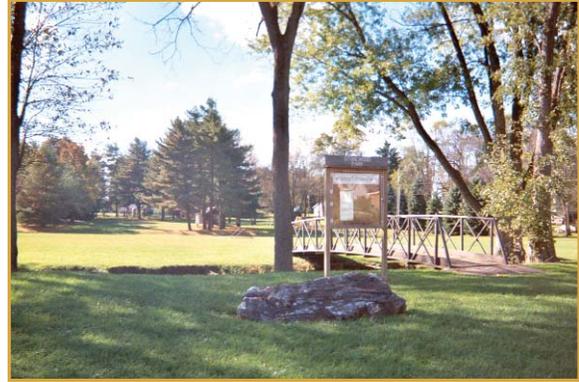
Springettsbury	51
Penn Oaks	16
Kingston	4
Camp Security	11
Pleasureville	4
Stonewood	9
Fayfield	5
Springetts Oaks	11
Rockburn	1
August Schaefer	2
Total Acreage	114

Source: Springettsbury Township

The community parks have been monitored carefully to maintain infrastructure, attract users and prevent overcrowding. Kingston Park in particular has high levels of use. To address this, a recreational program was added at the East York Elementary School; however, it experienced low levels of participation and was discontinued.

Overall, use of the parks has increased with the growing number of participants in organized sports. The organizations using the Township fields include Springetts Youth Sports Association, York Little League, and Central York Lacrosse. Growth is expected to increase as interest in lacrosse and soccer increases. In some cases, organizations have had to find available recreation space outside the Township.

Future plans include a dog park in one of the Township's community parks, and improvements to Penn Oaks Park. Plans to develop the park include two soccer/lacrosse fields, a 45-space parking lot, walking paths, erosion control and improved access to the park. Recent Springettsbury Park improvements added new tennis courts, a parking lot, a midway area and a picnic pavilion. The Township has received funding from the DCNR to prepare a Recreation and Open Space Comprehensive Plan to develop a more detailed



Stonewood Park

understanding of its parks and recreational needs. That study will build off of the Comprehensive Plan to create a detailed set of projects to meet local needs. A particular area of interest will be assessing the recreational needs of the elderly to keep park facilities and programs relevant as the community ages.

In Fall/Winter 2004-2005 the Parks and Recreation Board developed a Blueprint of Recreation Priorities for incorporation into the Comprehensive Plan. After listening to community and sports groups, reviewing needs and current projects, the Parks and Recreation Board identified high, medium and low recreation priorities for the Township overall as well as high-priority improvements to specific facilities and programs.

The Blueprint is a critical early step in meeting the current and future recreational needs of Township residents and fostering a greater sense of community. The Board describes the Blueprint as a mix of dreams, needed program enhancements and support for existing plans and programs, combined with proposals for potential new facilities and programs.

The Board's highest Township-wide improvements included:

- Fostering the planned expansion of Penn Oaks and Springettsbury Parks;
- Maintaining existing park facilities and programs;
- Creation of a dog park facility; and
- Acquisition of land for and development of new athletic fields.

The highest priorities for Springettsbury Park improvements were identified as:

- Preservation of the southeast corner of park for passive activities, including bocce ball, shuffleboard, and other informal activities;
- Development of a pavilion/shelter near the Creative Playground;
- Development of a splash pad;
- Creation of banners for light poles to promote events at the park; and
- Continued efforts to develop park as a community-based town center.

The Blueprint recognized that Springettsbury’s northwest quadrant is underserved by park facilities and considered the development of a new park on a 38-acre parcel located there. The parcel is currently used as a storage area for the Township’s Public Works Department.

To be named North Hills Park, the priorities for this potential park site are:

- Creation of a North Hills Park Master Plan to identify park facilities and programming;
- Development of an environmental classroom;
- Development of a ski facility (downhill or cross country);
- Development of an ice rink; and
- Development of a water slide.

Another high priority for the Recreation Board is the development of a Township Recreation Center, likely at Springettsbury Park. The priorities for this facility are:

- Provision of a gym, kitchen, offices, and community rooms;
- Publicly accessible community computer lab; and
- Other indoor recreational facilities to be identified in a master planning effort.

The Board’s highest priorities for recreational programs were identified as:

- Use of a Township Recreation Center for activities for those not involved in membership driven programs;
- The ability to offer more daytime classes;
- Opportunities for more passive recreation facilities and programs for seniors;
- More community programs during holidays; and
- Creation of a Park Ambassador program.

Medium recreation priorities were identified as:

- Creation of an outdoor ice rink at Springettsbury Township Park, and
- Development of satellite community centers, targeting locations that would reuse vacant municipal or school facilities and/or leverage existing parks as community center.

Lower priorities included:

- Exploring the use of the house next to police station for recreational activities or additional park land;
- Creation of a Township library facility;
- Coordination with school and church facilities that operate their own recreational programs; and
- Construction of an overhead crosswalk linking Springettsbury Park across Williams Road.

The Recreation Priorities Blueprint provides an excellent foundation from which to build an overall Parks Master Plan. Because many of the proposed recreational amenities have high operating costs, the Parks Master Plan described below should consider inter-municipal sharing and public-private partnerships in the development and operation of new facilities.

Strategies

1. Develop a Parks Master Plan. The plan should update the 1987 document that focused largely on the feasibility of construction of a Township swimming pool, although it also recommended development of North Hills Park, a trail system to connect recreation facilities and improvements to neighborhood parks. Using the Recreation Priorities Blueprint as a starting point, the Parks Master Plan should clearly identify community resources and needs, propose specific projects to implement identified priorities and include a detailed implementation strategy. The plan will include detailed analysis of current recreation needs and recommend specific improvements to existing park facilities.

Other new recreation initiatives will be developed through the Parks Master Plan, although the following high-priority efforts can likely proceed in concert with the development of a Parks Master Plan:

- Prepare a North Hills Park Master Plan,
- Acquire new land for athletic fields, and
- Prepare Springettsbury Park Community Center Master Plan.

2. Consider including key recreation elements in an Official Map. (See Chapter VIII's Transportation element for more detail on the Official Map.)
3. Consider tools to expand developer contributions to the parks system, including consideration of pedestrian and bicycle links to new and existing parks as land is developed and the potential for dedications or fees-in-lieu for non-residential development.
4. Pursue an open space easement to connect Springgettsbury Park to Rocky Ridge Park as described in the 1990 Comprehensive Plan.
5. Monitor current and future trends in recreation to ensure that the Township is able to plan for and meet future recreational needs.

XI. Community Facilities & Services

Goal: Maintain and enhance high-quality and cost-effective community services that will enable the Township to attract and retain a diverse population while ensuring long-term financial stability as the Township approaches development build-out.

Objectives

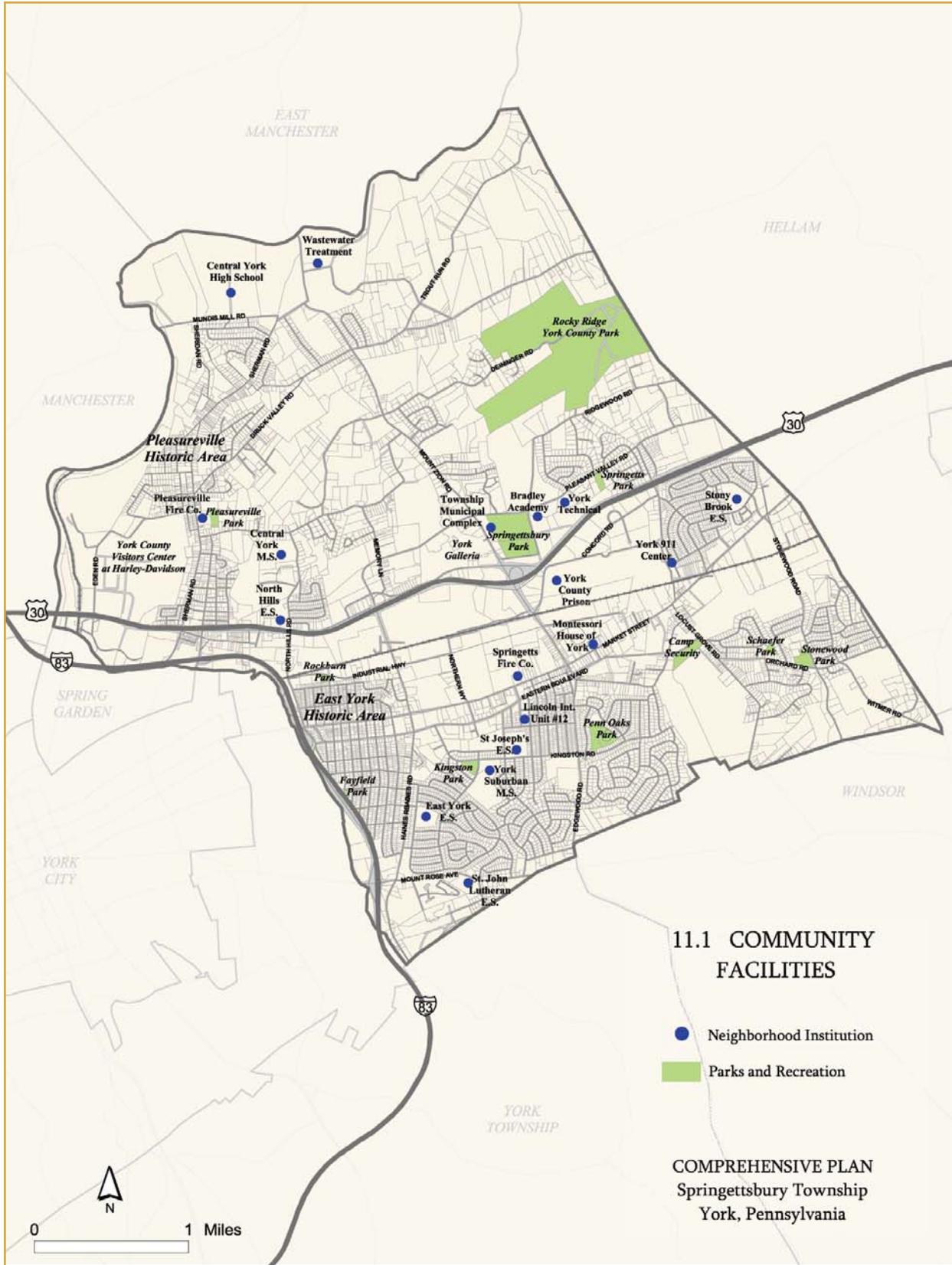
- Expand the visibility of the Township’s public services.
- Partner with the school districts, fire, safety and other service providers in the area to maximize efficiency, level of service and community benefits of community services for the Township.
- Provide high-quality, cost-effective wastewater services that serve current and future residents, other municipal customers and support desired land use patterns.
- Ensure that the wastewater treatment plant and collection system are able to meet the 2010 standards of the Chesapeake Bay Agreement.
- Ensure adequate resources to implement the recommendations of the Wastewater Collection System Plan.
- Where possible, create development buffers around the wastewater treatment plant to minimize conflicts between plant operation and occasional odor and residential development.

Background

Springettsbury Township is committed to ongoing investment in community services and amenities. Maintaining and expanding high-quality services and facilities is important in continuing the overall attractiveness of living and working in Springettsbury Township. In the community survey completed as a part of the planning process, residents who used Township services ranked them as “excellent” or “satisfactory.” **Map 11.1** shows the locations of community facilities in the Township.

Police

The Springettsbury Township Police Department provides police protection for all residents of the Township and is located in the Township building complex on Mt. Zion Road. The police department includes 18 officers, four sergeants, three corporals, two lieutenants, a police chief, and three civilian personnel. In addition, the Township, under the direction of the Chief of Police, funds three school



crossing guards. Two guards are employed for the Central York School District, and one is employed for the York Suburban School District.

As a part of its comprehensive public protection services, the Police Department operates a community policing program. The Springettsbury Township Community Policing Unit was first established in January 1996. The Unit provides a variety of educational activities for the Township and participates in the annual York County Wellness Days and assists with child fingerprinting events as well as child safety seat checks. The Unit is active in the local Springettsbury Township Recreation Program, visiting parks and providing educational information to children of all ages.

Fire and Ambulance Protection

The Department of Fire and Rescue Services and Emergency Medical Services operate out of two stations, Springetts Fire Company on East Market Street and State Fire Company on North Sherman Street. The fire companies operate Township fire apparatus including two pumpers, one 110-foot aerial truck, one rescue-pumper and one air-truck. The Department uses a combination of paid and volunteer personnel, with 17 full-time professional fire fighters and eight emergency medical technicians. In addition to emergency response, staff also performs fire safety inspections, public education services and first aid and CPR training for Township staff.

As a part of its ongoing effort to develop effective resource-sharing programs with neighboring municipalities, Springettsbury is investigating the feasibility of sharing fire protection resources with other fire companies in the region, particularly with Spring Garden Township. The two townships have formed a committee and initiated a study to investigate resource-sharing opportunities. The excellent working relationships between the Township and Spring Garden Fire Departments have created an excellent opportunity to move forward with Fire Department consolidation. A success in this critical area could open the door to cooperation and even consolidation in other areas of governance.

Schools

Springettsbury Township is served by both the Central York School District and York Suburban School District (**Table 11.1**). Using Pennsylvania Department of Education Report Card data for the 2001/2002 school year, both school districts performed significantly above Commonwealth averages in reading, writing and mathematics test scores and in SAT scores for 11th and 12th graders.

Since 1990, two elementary schools, Yorkshire and Pleasureville, have closed. The York Suburban School

District leases the Yorkshire Elementary School building to other organizations. In the last year, the building was leased to Lincoln Intermediate #12. The Central York School District moved its offices to the former Pleasureville Elementary building. Central York High School moved to the Township, leaving its former facility in North York Borough. The new facility opened in Fall 2005.



Central York High School

As discussed in the population trends section of Chapter II, both school districts anticipate enrollment growth over the next 10 to 15 years. Central York anticipates considerable growth, although most of the growth pressure comes from Manchester Township. The enrollment growth will put pressures on existing schools facilities in the coming years, requiring the school district to expand existing campuses or build additional schools.

11.1 Springettsbury Township School Facilities

	Grades	Enrollment
Central York School District		
▪ Stony Brook Elementary School	K-2	348
▪ North Hills Elementary School	3-5	567
▪ Central York Middle School	6-8	1,186
▪ Central York High School	9-12	1,379
York Suburban School District		
▪ East York Elementary School	2-5	504
▪ York Suburban Middle School	6-8	676
Parochial Schools		
▪ St. Joseph’s Elementary School	PK-6	330
▪ St. John Lutheran Elementary School	PK-8	63
Other Schools		
▪ Montessori Children’s House of York	1-6	71
▪ Lincoln Intermediate Unit #12	--	--
Technical/Arts College		
▪ Bradley Academy for the Visual Arts	2-yr college	460
▪ York Technical Institute	2-yr college	1,300

Source: PA Department of Education www.pde.state.pa.us; www.uscollegesearch.org

York Suburban’s expansion needs are not as great, but are more financially constrained. Much of Central York’s anticipated growth is the result of new development, which brings new revenues to the district. Nearly all of the growth anticipated by York Suburban comes from changing demographics (more children) within existing housing stock. Limited new development constrains revenue sources for

expansion. Given the growth limitations on residential development in the district, York Suburban is very interested in the Township and York County’s efforts to attract new industrial users to the former Caterpillar plant and other industrial redevelopment and recruitment efforts. These sites are a part of the district’s tax base, and improvements to these facilities provide new revenues without expanded service needs.

As it has experienced with the new high school, the Township will feel the impacts of future expansion needs of the school districts, no matter the source of growth pressures. If the districts opt to build additional schools to address capacity issues, the Township will need to be an active participant in site selection. Depending on specific needs and potential population shifts, the districts could consider building future facilities outside of Springettsbury, perhaps closing a campus in Springettsbury. It will be critical



York Technical Institute

for the Township and school districts to work closely on these locational decisions as the need arises.

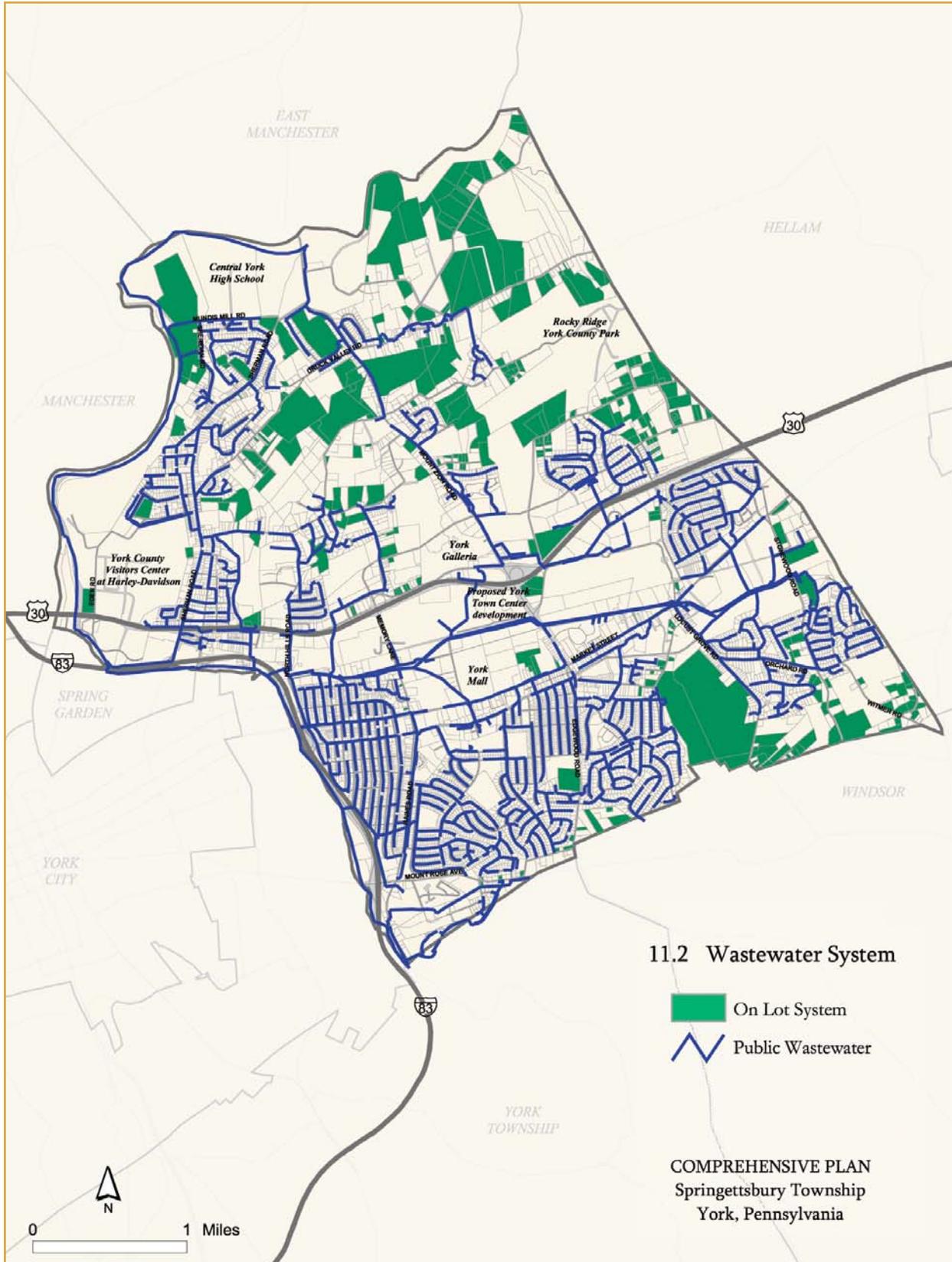
Library

The Township has partnered with the Martin Library at Bradley Academy to bring library services to Springettsbury residents. The Township Board annually allocates funds from a trust to the Bradley Academy for library services. The library is located at 1409 Williams Road. The library committee recently completed a survey of library usage and future needs that it will use to plan future programming and outreach activities.

Public Wastewater

Springettsbury Township owns and operates a 15 million gallon per day (MGD) wastewater treatment system, as shown in **Map 11.2**, serving nine municipalities including Dallastown Borough, Manchester Township, Red Lion Borough, Spring Garden Township, Springettsbury Township, Windsor Borough, Windsor Township, Yoe Borough and York Township.

The recent major problem of the system has been that the treatment facilities had inadequate capacity to process peak flows. The treatment plant is permitted for an average daily flow of 15 MGD and its raw water pumps are capable of conveying up to 29 MGD through the treatment plant. When the Township’s



Act 537 Sewer Plan⁴ was prepared in 1997, the average three-month peak average daily flow was 13.32 MGD and peak flow was projected to be 19.95 MGD by the year 2015.

Problems with inflow and infiltration into the collection system have been major contributors to the treatment capacity problems. Older parts of the collection system constructed in the 1940s were built as combined storm and sanitary sewers, meaning that stormwater enters directly into the sanitary system in some parts of the collection system. Infiltration caused by leaks has also been a significant source of extraneous water. The Township has been working to address these issues since the 1970s and continues to do so today. All three 2005 Program Objectives for the Wastewater Treatment Collection Division have to do with locating and repairing sources of infiltration and inflow.

In addition to controlling inflow and infiltration issues, the Township is actively planning to meet the bio-nutrient reduction requirements of the Chesapeake Bay Agreement. The Sewer Authority has identified needed improvements, estimated costs and expects to have them in place by the 2010 deadline.

The Township has adopted a regional approach to meeting its long-term capacity needs. The Springettsbury Township Regional Act 537 Plan identified the need for an additional 6.5 MGD through the year 2020. As an initial step the Township has purchased 3.5 MGD of capacity from York City and constructed a pump station to transfer sewage to the York City Waste Water Treatment Plan. Additional capacity will be negotiated as needs arise.

In an innovative program, the Township used a grant from the US Environmental Protection Agency to purchase a tree farm adjacent to the treatment plant. The farm provides trees needed to make compost. It also acts as a land bank ensuring that future development does not encroach on the facility. As the Township considers its treatment needs, it may consider future land purchases to create a buffer around the treatment plant or to provide room for future expansion needs.

On-Lot Disposal Systems

Except for parts of the central ridge and the northeast quadrant of the Township (east of the treatment plant), the Township is largely sewered, although some properties in areas with sewer service available are still using septic systems. According to the Springettsbury Township 1997 Regional Act 537 Plan, only 439 on-lot systems remained, processing about 130,000 gallons per day. This number has likely decreased

⁴ Springettsbury Township Regional Act 537 Plan 1997-1998, Buchart Horn, Inc.

since that time, given the broad availability of public service and well contamination documented in the 537 planning effort.

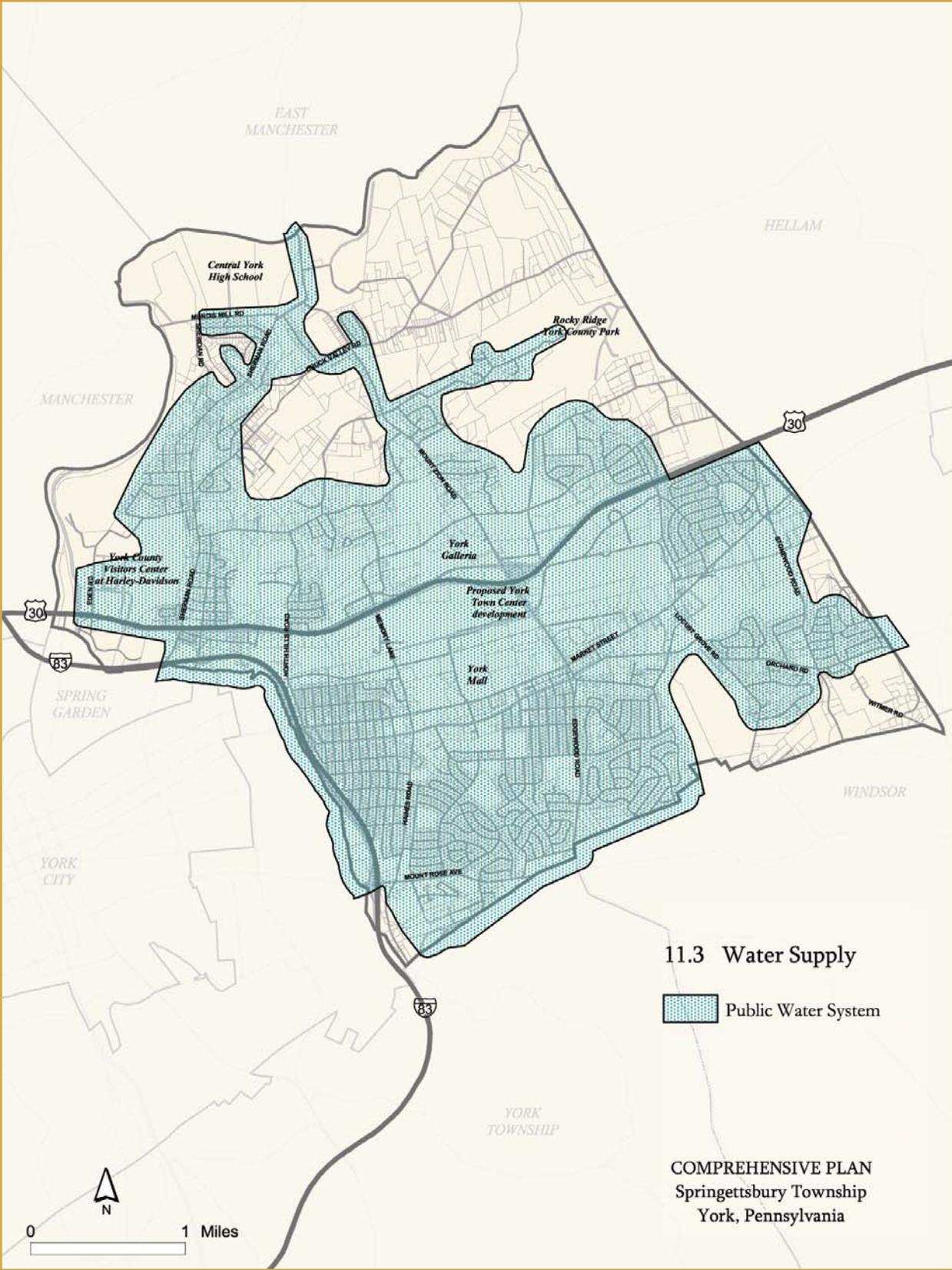
Given the well contamination issues, Township policies should require new development near public sewers to connect to it and consider incentives to encourage owners of existing properties to connect to the public system where feasible. In addition, the Township should review development standards in areas that do not have public sewers available to ensure that minimum lot sizes are adequate to protect ground water quality. This is particularly important given that, due to a variety of flooding, slope and geological issues, none of the soils in the areas not currently served by public sewers are considered strong candidates for on-lot systems. The Act 537 Plan classified all the soils in the Township as having moderate, severe or variable suitability for on-lot systems. Under moderate and variable classifications, potential for on-site systems would need to be evaluated on a case-by-case basis. Under the severe classification, on site systems are probably not suitable.

Water

Public water is provided by the privately owned York Water Company through the Mount Zion Water District distribution system (**Map 11.3**). The York Water Company serves about 50,000 customers in 35 municipalities in its service district. It has a 30 MGD pumping capacity and 23 MGD storage capacity. The 1999 average daily demand was just less than 21 MGD. York Water Company analysis shows a need for an additional 7 MGD by the year 2030 under current growth projections and 12 MGD for peak demand. The company has completed construction of a pipeline to the Susquehanna River with authority to remove 12 MGD from the river. It is presumed that this will meet average and drought year needs through the year 2030.

Strategies

1. Continue to study ways to achieve efficiency through service, such as privatization and intermunicipal cooperation. The fire department resource-sharing study currently underway, supported by the excellent working relationship between participating fire departments, should open the door to good consolidation opportunities. Success in this critical area would build a strong foundation upon which to consider future cooperative agreements or even service consolidations between Springettsbury and its neighbors.
2. Continue to coordinate with the school districts serving the Township to maintain existing and locate new schools next to or within existing neighborhoods to minimize transportation impacts



and promote schools as an integral part of the community. As the school-age population in both school districts continues to grow, it will be critical for the Township, the school districts and other municipalities served by Central York and York Suburban to work together to develop solutions that will cost effectively meet the needs of the growing student body, while supporting local land use, transportation needs and other community needs.

3. Examine potential new sources of revenues to fund specific programs or services and continue to aggressively pursue grant funding as opportunities arise. The Township has a solid track record of identifying and pursuing Commonwealth and federal grant resources to fund needed projects and activities. It is gaining experience in building public/private partnerships to fund needed public improvements that will benefit private development. The Township's success in matching Commonwealth economic development infrastructure funds with private developer contributions for the Industrial Road extension is a significant achievement.
4. Amend zoning and development ordinances and make strategic land acquisitions, where possible, to create development buffers around the wastewater treatment plant to minimize conflicts between plan operation and occasional odor and residential development.
5. Continue to develop and implement a long-term Wastewater Collection System Plan.
6. Limit water and wastewater system extensions to areas within the designated Growth Area to preserve open space or address failing wells or septic systems in the Rural Area.

XII. Plan Consistency

As a part of the comprehensive planning process, the Township consulted with a number of stakeholders and related agencies, including school districts, surrounding municipalities, York County and economic development agencies. The County Planning Commission served as an ex-officio member of the Comprehensive Plan Committee. The recommendations of this Comprehensive Plan are generally consistent with those of the County and other public partners and stakeholders. The individual Plan elements, particularly Community Services, Economic Development, Housing and Transportation identify specific areas for the Township to coordinate and work with neighboring municipalities and other government agencies and service providers.

Regional coordination with the land use and policies of other municipalities is an overriding theme of this and any plan, especially in addressing school development, transportation needs and economic development. Growth in other townships puts demands on not just local roads and the corresponding school districts, but on regional transportation networks and land development in neighboring municipalities. Given Springettsbury's location on the regional transportation network and role as a regional shopping destination, ongoing coordination of transportation priorities will be a critical element. The Township should continue to work with the York County Planning Commission, York Area Metropolitan Planning Organization, Pennsylvania Department of Transportation and neighboring municipalities to address regional transportation issues.

In terms of future growth, the townships surrounding Springettsbury have already adopted growth areas as a part of their comprehensive plans. For the most part, these designations are consistent with the land uses and growth patterns in Springettsbury. Overall, existing and proposed development of the Township is compatible with existing and proposed development and plans in contiguous portions of neighboring municipalities.

Chapter XI, the Community Facilities & Services element, points out the need for Springettsbury to work closely with the school districts on potential future school construction or closures. A number of the Township's economic development and housing strategies will also require coordination with regional partners. For example, the Plan recommends creation of a Township Economic Development Authority to expand funding and organizational options for business recruitment and retention. The Township will need to coordinate the Authority's efforts with the York County Economic Development Corporation and other regional stakeholders to minimize duplication of effort and maximize local and regional benefits of the Authority.

The Plan is generally consistent with existing Township plans, codes and ordinances. Where inconsistencies exist, the Plan outlines the steps needed to bring subsidiary plans and implementing codes and ordinances into compliance with the goals and objectives of the Comprehensive Plan.

Each section of this Plan has been reviewed to ensure that the recommendations are consistent and in balance with each other. This Plan is fundamentally interconnected through all of its goals, objectives and recommendations. The basis of the Plan is provided in Chapter IV, the Land Use element, where it discusses the importance of maintaining the Township’s neighborhoods, protecting the natural resources, targeting growth to underutilized commercial and industrial sites and improving the street connectivity and flow. The components are structured as separate Plan chapters. All of the chapters provide recommendations focused on directing growth to redevelopment of existing sites and away from sensitive natural areas.

XIII. Implementation Matrix

The Implementation Matrix shown on the following pages provides a work plan for implementing the recommendations listed in each chapter of the Springettsbury Comprehensive Plan. Each recommendation has an assigned time frame for initiation - Short term (Years 1 and 2), Medium term (Years 3, 4, and 5), Long term (Years six through 10), and On-going (beyond the ten year timeframe of the Comprehensive Plan). It lists all of the recommendations along with:

- Responsible parties for implementation, describing lead and supporting roles;
- Implementation steps;
- Potential funding sources; and
- Order of magnitude cost estimates.

Most of the recommendations listed for initiation in the short term are related to zoning and subdivision ordinance changes. Longer term recommendations include complex actions that will take time, and often multiple partnerships, to develop.

HOUSING						
Goal: Provide high-quality housing opportunities to meet the needs of current and future Township residents, regardless of household size, age, ethnicity or income.						
#	Action	Implementation Roles (L=Lead, S=Support)	Implementation Steps	Funding Sources	Cost	Timeframe
5.1	Consider changes to the zoning ordinance that will encourage ongoing investment in the Township's existing housing stock.	L: Planning Commission and Board of Supervisors S: Community Development Director	<ul style="list-style-type: none"> Review zoning and amend as needed as a part of the Comprehensive Plan update of the zoning and subdivision ordinances. 	<ul style="list-style-type: none"> General fund, LUPTAP 	\$	Short
5.2	Strengthen code enforcement to stabilize older neighborhoods.	L: Community Development Director S: Planning Commission and Board of Supervisors	<ul style="list-style-type: none"> Identify patterns of code enforcement issues Evaluate the need for code changes to improve enforcement Target resources to pursue trouble spots 	<ul style="list-style-type: none"> General fund, CDBG 	\$ \$ \$-\$	Short Medium Ongoing
5.3	Evaluate options to maintain high levels of owner occupancy in older, established single-family residential neighborhoods, such as Haines Acres and East York.	L: Community Development Director S: Planning Commission and Board of Supervisors, York County Planning Commission, Pennsylvania	<ul style="list-style-type: none"> Work with Pennsylvania Housing Finance Authority, York County Planning Commission and non-profit organizations to promote programs to eligible buyers Offer workshops for potential buyers, and making information available at the Township 	<ul style="list-style-type: none"> General fund, CDBG, HOME Program, PA Access Grants, Employer contributions 	\$ \$ \$	Short Medium

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

5.4	Expand senior housing options.	<p>Housing Finance Authority, local community development corporations and other non-profit housing organizations</p> <p>L: Planning Commission and Board of Supervisors S: Community Development Director</p>	<p>Building and Township-sponsored events.</p> <ul style="list-style-type: none"> Pursuing employer-assisted housing programs at major employers in the Township 	<ul style="list-style-type: none"> Revise zoning to encourage the development of senior housing facilities in high-density residential or mixed-use districts as a part of the Comprehensive Plan update of the zoning and subdivision ordinances. Consider density bonuses and other incentives to encourage desired development. Consider conducting a market analysis of senior housing market needs to market the opportunity to developers who specialize in senior facilities. Township should consider density bonuses and other incentives to encourage desired development. 	<ul style="list-style-type: none"> General fund, LUPTAP Grant funds possible for affordable projects 	\$	\$\$	<p>Short</p> <p>Medium</p>
-----	--------------------------------	---	---	--	--	----	------	--

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

S: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

5.5	Review zoning and consider changes to encourage a diversity of multi-family housing types.	<p>L: Planning Commission and Board of Supervisors</p> <p>S: Community Development Director</p>	<ul style="list-style-type: none"> Review zoning and amend as needed as a part of the Comprehensive Plan update of the zoning and subdivision ordinances. 	<ul style="list-style-type: none"> General fund, LUPTAP 	\$	Short
5.6	Target new residential development to the Primary Growth Area.	<p>L: Planning Commission and Board of Supervisors</p> <p>S: Community Development Director</p>	<ul style="list-style-type: none"> Review zoning and amend as needed to restrict zoning in the Rural Area to rural densities as a part of the Comprehensive Plan update of the zoning and subdivision ordinances. <ul style="list-style-type: none"> Where development pressure occurs in the Rural Area, cluster zoning to reduce economic and environmental pressures. Where development pressure occurs in the Rural Area, consider transfer of development rights to reduce economic and environmental pressures. 	<ul style="list-style-type: none"> General fund, LUPTAP 	\$	<p>Short</p> <p>Short</p> <p>Medium</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

ECONOMIC DEVELOPMENT

Goal: Enhance the Township’s economic strength as a center for skilled employment to enhance economic opportunities for residents and strengthen the tax base.

#	Action	Implementation Roles (L=Lead, S=Support)	Implementation Steps	Funding Sources	Cost	Timeframe
6.1	Establish a Township Economic Development Authority (EDA) to redevelop underutilized commercial and industrial properties, and pursue funding sources not previously available to the Township.	<p>L: Springettsbury Economic Development Authority</p> <p>S: York County Planning Commission and the York County Economic Development Corporation</p>	<ul style="list-style-type: none"> ▪ EDA was established during the planning process ▪ Continue to work with County and Commonwealth agencies to minimize duplication of effort to attract a diverse range of new industry types to the Township. Key priorities for the Development Authority are redevelopment of the former Caterpillar and Danskin sites as well as the vacant York Valley Inn and underutilized Village Green Shopping Center and Gabriel Brothers Plaza. 	<ul style="list-style-type: none"> ▪ PA Infrastructure Development Program, Industrial Sites Reuse Program, Opportunity Grant Program, Penn. Industrial Development Authority 		
6.2	Amend zoning and development regulations to encourage new business development and business reinvestment while supporting a cohesive and attractive built	<p>L: Planning Commission and Board of Supervisors</p> <p>S: Community Development Director</p>	<ul style="list-style-type: none"> ▪ As a part of the Comprehensive Plan update of zoning and subdivision ordinances: 1) evaluate and revise the development review process as needed to ensure a clear and consistent development process, and 2) 	<ul style="list-style-type: none"> ▪ General fund, LUPTAP 	\$	Short

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants) **Short:** 0 – 2 years
 \$\$: new costs up to \$50K **Medium:** 3 – 5 years
 \$\$\$: new costs 50-100K **Long:** 6 – 10 years
 \$\$\$\$: new costs >100K **On-going:** 10+ years

	environment.		develop a clear set of design standards that support desired community character. This review will consider all commercial and industrial zoning in the Township. The zoning review and amendments need to balance short-term redevelopment opportunities with the long-term economic and community impacts.			
6.3	Revise zoning and development ordinances to reinforce retail areas with village-style development that provides goods and services to nearby residents and improves the quality of life of these residents.	L: Planning Commission and Board of Supervisors S: Community Development Director	<ul style="list-style-type: none"> Consider design standards or guidelines and other zoning tools to create lower intensity transition zones between intense commercial uses and single-family housing (likely a combination of multi-family, mixed-use or low-intensity retail development) as a part of the Comprehensive Plan update of the zoning and subdivision ordinances. 	<ul style="list-style-type: none"> General fund, LUPTAP 	\$	Short
6.4	Pursue public/private partnerships during the development process to fund infrastructure improvements.	L: Township Manager, Community Development Director S: Planning Commission and Board of Supervisors	<ul style="list-style-type: none"> Continue to reach out in the development process to pair private, Township and other public resources. 	<ul style="list-style-type: none"> General fund, DCED programs, Private Sources, Housing Redevelopment and 		

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

6.5	Work with public partners and local business interests to expand efforts to retain existing businesses, and, when appropriate, help them to expand in the Township and York County.	<p>L: Springettsbury Economic Development Authority, Township Manager, Community Development Director</p> <p>S: Planning Commission and Board of Supervisors, York County Economic Development Corporation, Chamber of Commerce</p>	<ul style="list-style-type: none"> ▪ Initial efforts could focus on gaining or expanding information on resources and building on recent research, such as: <ul style="list-style-type: none"> ▪ An industrial business survey to understand the needs and plans of current facilities ▪ A detailed inventory of occupied and vacant industrial sites for use in attracting new businesses ▪ Develop a proactive strategy to recruit the types of businesses identified in the 2004 York County Industry Cluster Analysis including expanding markets such as biomedical and technology uses, information services and building and construction 	<ul style="list-style-type: none"> ▪ General fund ▪ DCED grant, Township EDA, County grant 	\$	<p>Short</p> <p>Medium</p>
-----	---	---	---	--	----	--

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

COMMUNITY CHARACTER

Goal: Provide a cohesive and attractively built environment through amenity development, beautification and reinvestment in vacant and underused sites to attract residents and development while enhancing property values and tax base.

#	Action	Implementation Roles (L=Lead, S=Support)	Implementation Steps	Funding Sources	Cost	Timeframe
7.1	Create design guidelines for commercial development to enhance a sense of place and pride through a consistent community aesthetic. Consideration should be given to a variety of community elements - signage, lighting, transit shelters and sidewalks.	L: Planning Commission and Board of Supervisors S: Community Development Director	<ul style="list-style-type: none"> Review zoning and amend as needed. 	<ul style="list-style-type: none"> General fund, LUPTAP 	\$	Short (possibly medium)
7.2	Modify zoning to encourage mixed-use and multi-family residential development as transition between commercial and single-family residential areas.	L: Planning Commission and Board of Supervisors S: Community Development Director	<ul style="list-style-type: none"> Review zoning and amend as needed as a part of the Comprehensive Plan update of the zoning and subdivision ordinances 	<ul style="list-style-type: none"> General fund, LUPTAP 	\$	Short
7.3	Continue efforts to develop Springettsbury Park as a community-based town center. The Township should make improvements based on	L: Recreation Director S: Park and Recreation Board of Directors	<ul style="list-style-type: none"> Complete Parks Master Plan in Task 10.1 to fully understand opportunities. Complete Community Center Master Plan 	<ul style="list-style-type: none"> General fund, DCNR Grant 	\$	Short Medium

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

	the master plan created for the park.						
7.4	Consider mixed-use, village-style redevelopment for the area such as Market Street east of Mt. Zion Road.	<p>L: Planning Commission and Board of Supervisors</p> <p>S: Community Development Director</p>	<ul style="list-style-type: none"> Revise zoning and development ordinances to reinforce retail areas with development that provides goods and services to nearby residents and improves the quality of life of these residents as a part of the Comprehensive Plan update of the zoning and subdivision ordinances. 	<ul style="list-style-type: none"> General fund, LUPTAP 	\$		Short
7.5	Designate a town center in the area bounded by Memory Lane, Pleasant Valley Road, Mt. Zion Road, and East Market Street and implement changes over time to create a cohesive, connected multi-nodal community and commercial core.	<p>L: Planning Commission and Board of Supervisors</p> <p>S: Community Development Director</p>	<ul style="list-style-type: none"> Amend zoning and subdivision codes to reflect desired town center uses (mix of intensities of retail, multi-family residential, office and professional offices, recreation, etc.), densities and design. Implement façade improvement program Implement streetscape improvement and signage programs that enforce nodes of activity and visually link them into a cohesive environment. Develop a multi-modal network of connections between nodes 	<ul style="list-style-type: none"> General fund, LUPTAP, DCED grants Private investment 	\$	<p>\$\$\$\$</p> <p>\$\$\$\$</p> <p>\$\$\$\$</p>	<p>Short</p> <p>Medium</p> <p>Medium</p> <p>Medium-Extended</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

7.6	Update historic resource survey to adequately determine historic properties that are eligible for the National Register of Historic Places or local designation.	<p>L: Historic Preservation Committee</p> <p>S: Community Development Staff</p>	<ul style="list-style-type: none"> ▪ within the broader town center that improve pedestrian, bike and vehicular links between each node. 	<ul style="list-style-type: none"> ▪ Volunteer time and general fund for staff time 	\$	Short
7.7	Update Springettsbury Township Historic Resources Map.	<p>L: Community Development Staff</p> <p>S: Historic Preservation Committee</p>	<ul style="list-style-type: none"> ▪ Map resources 	<ul style="list-style-type: none"> ▪ General fund 	\$	Short
7.8	Enhance the Township's historic preservation protections	<p>L: Planning Commission and Board of Supervisors</p> <p>S: Community Development Director, Historic Preservation Committee, Township Manager</p>	<ul style="list-style-type: none"> ▪ Identify historic resources in the zoning ordinance as a part of the Comprehensive Plan update of the zoning ordinance <ul style="list-style-type: none"> ▪ Consider impacts to historic resources when considering requests for variances, special exceptions and conditional uses ▪ Develop historic preservation incentives within agricultural districts. ▪ Increase the monetary penalty for demolition without a permit 	<ul style="list-style-type: none"> ▪ General fund, LUPTAP 	\$	<p>Short</p> <p>Ongoing</p> <p>Medium</p> <p>Short</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

			<p>or demolition by neglect</p> <ul style="list-style-type: none"> Allow considering of nonconforming zoning uses when implementation will facilitate the preservation, rehabilitation and restoration of historic resources 			Ongoing
--	--	--	---	--	--	----------------

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

TRANSPORTATION

Goal: Provide for local and regional circulation needs – without sacrificing community value – and maximize travel options.

#	Action	Implementation Roles	Implementation Steps	Funding Sources	Cost	Timeframe
8.1	Make street connections designated in the Comprehensive Plan	<p>L: Public Works Director</p> <p>S: Township Manager, Community Development Director, private developers, PennDOT, York County, York Area MPO (YAMPO), Planning Commission and Board of Supervisors</p>	<ul style="list-style-type: none"> ▪ Map 8.6 in the Comprehensive Plan establishes three types of recommended connections including: <ul style="list-style-type: none"> ▪ Residential circulation system ▪ Town Center circulation system ▪ Commercial circulation system ▪ Develop process for reserving right-of-way necessary to complete connections, including updating zoning regulations, the official Regional Transportation Plan and arranging for purchase when necessary. ▪ Revise zoning to include construction of connections as condition of new development or redevelopment where feasible. ▪ Include funding to make connections independent of new development opportunities in the regional Transportation 	<ul style="list-style-type: none"> ▪ General fund, developer contributions, PENNDOT, DCED grants, programmed regional federal transportation funding 	<p>\$</p> <p>\$</p> <p>\$</p>	<p>On-going</p> <p>Short</p> <p>Short</p> <p>Medium</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
 \$\$: new costs up to \$50K
 \$\$\$: new costs 50-100K
 \$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

			<p>Improvement Program, especially for those to relieve congestion on Market Street, Mount Zion and Mount Rose, identified as the three most congested corridors in the York County Congestion Management Plan.</p> <ul style="list-style-type: none"> Complete construction as funding and development opportunities present themselves. 		<p>\$\$\$- \$\$\$\$</p>	<p>Long</p>
<p>8.2</p>	<p>Implement traffic calming.</p>	<p>L: Public Works Director S: Township Manager, Community Development Director, private developers, PENNDOT, York County, YAMPO</p>	<ul style="list-style-type: none"> Establish Springettsbury Township traffic calming committee Complete township traffic calming plan and program (See Map 8.6). Program should consider near- and long-term priority corridors included in this Plan and develop warrants for implementation of specific measures, relationship to other strategies, standards for the type of measure to use and process for adding new locations and types to the program. Conduct comprehensive public involvement process to assure community acceptance of selected traffic calming measures. Determine funding sources. 	<ul style="list-style-type: none"> Township general fund, regional and federal transportation funding, developer funds (new development), local improvement districts. 	<p>\$ \$</p>	<p>Short Short</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
 \$\$: new costs up to \$50K
 \$\$\$: new costs 50-100K
 \$\$\$\$: new costs >100K

Short: 0 – 2 years
 Medium: 3 – 5 years
 Long: 6 – 10 years
 On-going: 10+ years

			Construct improvements.			\$ \$\$- \$\$\$\$	Short Long
8.3	Implement aesthetic improvements and streetscaping.	L: Public Works Director S: Township Manager, Community Development Director, private developers, PENNDOT	<ul style="list-style-type: none"> Develop standards for Township owned roads and for private development adjacent to all roadways. Conduct comprehensive public involvement process to assure community acceptance of streetscaping plans. Incorporate desired land and streetscape treatments into zoning regulations to address private improvements. Determine funding sources for public improvements. Construct improvements. 	<ul style="list-style-type: none"> Township general funds, DCED funds, business improvement districts, programmed federal transportation funding 	\$	Short	
8.4	Complete general safety and capacity enhancements.	L: Public Works Director S: Township Manager, Community Development Director, private developers, PENNDOT, York County, YAMPO, School District	<ul style="list-style-type: none"> Continue to move projects toward completion. Coordinate with other strategies where necessary and desirable. 	<ul style="list-style-type: none"> Existing transportation funding sources, general funds 	\$	On-going	

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

8.5	Advocate for transit upgrades.	<p>L: Community Development Director</p> <p>S: <i>rabbi</i>/transit, YAMPO, Township Manager, Youth and senior groups</p>	<ul style="list-style-type: none"> ▪ Work with <i>rabbi</i>/transit as plans for new street connections and the town center evolve to ensure maximum service benefit for Springettsbury residents and business employees. ▪ Conduct a transit needs and cost assessment for the Township to: <ul style="list-style-type: none"> ▪ Understand underserved markets, potential service options and planning level costs ▪ Identify potential funding partners ▪ Build support for local expenditures for increased transit service ▪ Coordinate with YAMPO on future development of regional transit improvements. ▪ Develop and build transit plaza at new Town Center 	<ul style="list-style-type: none"> ▪ General funds, transit improvement district, programmed federal transportation funds 	<p>\$</p> <p>\$\$</p> <p>\$</p> <p>\$\$\$\$</p>	<p>Short</p> <p>Medium</p> <p>On-going</p> <p>Long</p>
-----	--------------------------------	---	--	--	---	--

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$: new costs up to \$50K
\$\$: new costs 50-100K
\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

8.6	Establish build-to lines in zoning ordinance.	<p>L: Community Development Director</p> <p>S: Planning Commission and Board of Supervisors, Chamber of Commerce or other local business organizations, YAMPO, <i>rabbi/transit</i></p>	<ul style="list-style-type: none"> ▪ Complete design and commercial impact study in concert with local business representatives. ▪ Implement demonstration program to validate results of study ▪ Incorporate new site design requirements into planning overlay zone for commercial areas. 	<ul style="list-style-type: none"> ▪ DCED grants, state and federal planning grants 	<p>\$\$</p> <p>\$\$\$</p> <p>\$</p>	<p>Short</p> <p>Medium</p> <p>Medium</p>
8.7	Make parking lot interconnections.	<p>L: Community Development Director</p> <p>S: Planning Commission and Board of Supervisors</p>	<ul style="list-style-type: none"> ▪ Develop zoning regulations to encourage the provision of parking lot connections wherever feasible. 	<ul style="list-style-type: none"> ▪ Business improvement districts, private developer funding 	<p>\$</p>	<p>Short</p>
8.8	Facilitate timely implementation of transportation improvements.	<p>L: Public Works Director</p> <p>S: Township Manager, Community Development Director, private developers, PENNDOT, York County, YAMPO</p>	<ul style="list-style-type: none"> ▪ Continue to move projects toward completion through the established MPO process. ▪ Improve coordination and monitoring of different local strategies, land use coordination, alternative modes and funding efforts with YAMPO. ▪ Coordinate with other strategies where necessary and desirable. 	<ul style="list-style-type: none"> ▪ Existing transportation funding sources 	<p>\$</p>	<p>On-going</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

8.9	Prepare an Official Map.	<p>L: Community Development Director</p> <p>S: Planning Commission and Board of Supervisors, Township Manager, Public Works Director, private developers, PENNDOT, York County, YAMPO, <i>rabbit/transit</i></p>	<ul style="list-style-type: none"> ▪ Develop Official Map based on the Plan through a comprehensive process led by the community development director and involving analysis, stakeholder and public outreach and alternatives analysis. <ul style="list-style-type: none"> ▪ Pass ordinance to accompany the Official Map that adopts its recommendations and describes the lands identified for future public use. 	<ul style="list-style-type: none"> ▪ General funds, Commonwealth and federal planning grant programs 	<p>\$\$</p> <p style="margin-left: 150px;">\$</p>	<p style="text-align: center;">Short</p> <p style="text-align: center;">Short</p>
------------	--------------------------	--	---	---	---	---

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

NATURAL RESOURCES

NATURAL RESOURCES						
Goal: Preserve and protect open space and natural resources in the Township						
#	Action	Implementation Roles (L=Lead, S=Support)	Implementation Steps	Funding Sources	Cost	Timeframe
9.1	Develop comprehensive stormwater management tools.	<p>L: Township Manager, Public Works Director, Community Development Director</p> <p>S: York County, Watershed Alliance of York</p>	<ul style="list-style-type: none"> ▪ Conduct stormwater study to identify improvements and planning level costs ▪ Revise stormwater ordinance ▪ Develop funding source for system retrofits ▪ Refine engineering for system retrofits ▪ Implement retrofits and improvements 	<ul style="list-style-type: none"> ▪ General fund, municipal bond, PA Infrastructure Investment Authority, PA Department of Env. Protection 	<p>\$\$</p> <p>\$\$</p> <p>\$\$</p> <p>\$\$\$</p> <p>\$\$\$\$</p>	<p>Short</p> <p>Short</p> <p>Medium</p> <p>Medium</p> <p>Long-Extended</p> <p>Medium</p> <p>Medium</p> <p>Long</p>
9.2	Investigate grants, donations, fees-in-lieu and other funding sources to preserve open space within the Region.	<p>L: Community Development Director</p> <p>S: Planning Commission and Board of Supervisors, York County, Non-profit land conservation groups</p>	<ul style="list-style-type: none"> ▪ Investigate resources and determine applicability to Springettsbury. ▪ Partner with existing programs as appropriate to acquire land for open space preservation. ▪ If warranted, consider developing a local open space acquisition fund 	<ul style="list-style-type: none"> ▪ General fund, open space orgs., grants, municipal bonds or other funds 	<p>\$</p> <p>\$\$</p> <p>\$\$\$</p>	<p>Medium</p> <p>Medium</p> <p>Long</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
 \$\$: new costs up to \$50K
 \$\$\$: new costs 50-100K
 \$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

9.3	Consider zoning tools to preserve Druck Valley's rural development patterns.	L: Planning Commission and Board of Supervisors S: Community Development Director	<ul style="list-style-type: none"> Review zoning and amend as needed as a part of the Comprehensive Plan update of the zoning and subdivision ordinances. 	<ul style="list-style-type: none"> General fund, LUPTAP 	\$	Short
9.4	Modify zoning and development ordinances to limit development on steep slopes and increase buffers to protect environmentally sensitive areas.	L: Planning Commission and Board of Supervisors S: Community Development Director	<ul style="list-style-type: none"> Review zoning and amend as needed as a part of the Comprehensive Plan update of the zoning and subdivision ordinances. 	<ul style="list-style-type: none"> General fund, LUPTAP 	\$	Short
9.5	Investigate tools to maintain open space that serves as a buffer around the wastewater treatment plant.	L: Wastewater Department Director S: Township Manager, Board of Supervisors	<ul style="list-style-type: none"> Investigate tools Implement appropriate tools to create buffer 	<ul style="list-style-type: none"> General fund, DCNR, conservation groups 	\$ \$- \$\$\$\$	Medium-Medium-Long

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

RECREATION AND OPEN SPACE

Goal: Plan for and provide for recreational facilities and for residents with a broad range of interests and ages, including the elderly, as well as children and families.

#	Action	Implementation Roles (L=Lead, S=Support)	Implementation Steps	Funding Sources	Cost	Timeframe
10.1	Develop a Parks Master Plan.	L: Parks and Recreation Director S: Park and Recreation Board	<ul style="list-style-type: none"> ▪ Complete Open Space and Parks Master Plan funded by DCNR. Other high-priority efforts likely to follow out of that effort include: <ul style="list-style-type: none"> ▪ Preparation of a North Hills Park Master Plan ▪ Acquisition of new land for athletic fields ▪ Preparation of a Springettsbury Park Community Center Master Plan 	<ul style="list-style-type: none"> ▪ General fund, DCNR grants 	<p>\$</p> <p>\$\$</p> <p>\$\$-</p> <p>\$\$\$\$</p> <p>\$\$</p>	<p>Short</p> <p>Medium</p> <p>Medium-Ongoing</p> <p>Medium</p>
10.2	Consider including key recreation elements in an Official Map.	L: Community Development Director, Planning Commission, Board of Supervisors S: Park and Recreation Director, Parks and Recreation Board	<ul style="list-style-type: none"> ▪ Participate in Official Map preparation described in Task 8.9 	<ul style="list-style-type: none"> ▪ General fund 	\$	Short

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
 \$\$: new costs up to \$50K
 \$\$\$: new costs 50-100K
 \$\$\$\$: new costs >100K

Short: 0 – 2 years
 Medium: 3 – 5 years
 Long: 6 – 10 years
 On-going: 10+ years

10.3	Consider tools to expand developer contributions to the parks system, including consideration of pedestrian and bicycle links to new and existing parks as land is developed and the potential for dedications or fees-in-lieu for non-residential development.	L: Community Development Director, Township Manager S: Parks and Recreation Director, Park and Recreation Board	<ul style="list-style-type: none"> ▪ Research capabilities under the PA Municipalities Planning Code and programs in other municipalities in the state ▪ Develop and adopt an ordinance to implement desired changes 	<ul style="list-style-type: none"> ▪ General fund 	\$	Short - Medium
10.4	Pursue an open space easement to connect Springettsbury Park to Rocky Ridge Park as described in the 1990 Comprehensive Plan.	L: Community Development Director, Township Manager S: Parks and Recreation Director	<ul style="list-style-type: none"> ▪ Confirm appropriate location options ▪ Negotiate with property owners for access 	<ul style="list-style-type: none"> ▪ General fund, DCNR grant 	\$\$	Medium
10.5	Monitor current and future trends in recreation to ensure that the Township is able to plan for and meet future recreational needs.	L: Parks and Recreation Director S: Park and Recreation Board	<ul style="list-style-type: none"> ▪ Monitor trends, plan for and implement changes as appropriate over time 	<ul style="list-style-type: none"> ▪ General fund 	\$- \$\$\$\$	Ongoing

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
 \$\$: new costs up to \$50K
 \$\$\$: new costs 50-100K
 \$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

COMMUNITY FACILITIES

Goal: Maintain and enhance high-quality and cost-effective community services that will enable the Township to attract and retain a diverse population while ensuring long-term financial stability as the Township approaches development build-out.

#	Action	Implementation Roles (L=Lead, S=Support)	Implementation Steps	Funding Sources	Cost	Timeframe
11.1	Continue to study ways to achieve efficiency through service, such as privatization and intermunicipal cooperation.	L: Township Manager, Department Managers S: Springettsbury Boards and Commissions, neighboring municipalities	<ul style="list-style-type: none"> ▪ Continue to work within the Township, with private developers and other private interests, neighboring municipalities, York County and the Commonwealth to identify opportunities. ▪ Identify resources to pursue opportunities as they arise. 	<ul style="list-style-type: none"> ▪ General fund, Shared Municipal Services Program 	\$-\$\$\$	Ongoing
11.2	Continue to coordinate with the school districts serving the Township to maintain existing and locate new schools next to or within existing neighborhoods to minimize transportation impacts and promote schools as an integral part of the community.	L: Township Manager, Community Development Director S: Other Department Directors, School District Superintendents	<ul style="list-style-type: none"> ▪ Maintain open communication. ▪ Identify opportunities and issues as they arise. ▪ Coordinate resources to maximize benefits to Township, school districts, students and other residents. 	<ul style="list-style-type: none"> ▪ General fund, variety of grants depending on projects 	\$	Ongoing

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
 \$\$: new costs up to \$50K
 \$\$\$: new costs 50-100K
 \$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

11.3	Examine potential new sources of revenues to fund specific programs or services and continue to aggressively pursue grant funding as opportunities arise.	L: Township Manager, Department Directors S: Springettsbury Boards and Commissions	<ul style="list-style-type: none"> Continue to work with developers, businesses, York County, the Commonwealth and non-profit organizations to fund specific programs, improvements and services 	<ul style="list-style-type: none"> General fund 	\$-\$\$\$\$	Ongoing
11.4	Create development buffers around wastewater treatment plant to minimize conflicts between plan operation and occasional odor and residential development.	L: Wastewater Department Director, Township Manager S: Community Development Director	<ul style="list-style-type: none"> Amend zoning and subdivision ordinances Make strategic land acquisitions, where possible 	<ul style="list-style-type: none"> Wastewater fund, grants 	\$-\$\$\$\$	Short Long
11.5	Continue to develop and implement a long-term Wastewater Collection System Plan.	L: Wastewater Department Director S: Wastewater Treatment Board, Township Manager	<ul style="list-style-type: none"> Implement completed plan 	<ul style="list-style-type: none"> Wastewater fund, PA Wastewater Fund Grants 	\$\$\$\$	Ongoing
11.6	Limit water and wastewater system extensions to areas within the designated Growth Area, except where such extensions address health and safety concerns in the Rural Area.	L: Wastewater Department Director S: Wastewater Treatment Board, Township Manager, Community Development Director	<ul style="list-style-type: none"> Develop a policy to limit extensions 	<ul style="list-style-type: none"> Wastewater fund 	\$	Short

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
 \$\$: new costs up to \$50K
 \$\$\$: new costs 50-100K
 \$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

Kise Straw & Kolodner Inc.

123 South Broad Street • Suite 1270 • Philadelphia, PA 19109-1029 • 215.790.1050 • 215.790.0215 fax • www.ksk1.com